OUR JUBILEE GUARANTEE.

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at *very moderate rates.*

CHINA MAIL OFFICE.

The China Mail.

GOLD MEDALS, PARIS 1878 & 1889.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS.
Barrel Pens, 285, 286, 291.
Slip Pens, 332, 346, 357, 166, 404, 1,000,
In Fine, Medium, and Broad Points.
The New Turned-up Point, 1068.

Established February 1845.

No. 10,808 | 英一千八百九十七年十月十六號 | HONGKONG, SATURDAY, OCTOBER 16, 1897. | 日一廿九年四丁 | PRICE, $2.50 PER MONTH.

Business Notices.

GUARANTEED 10 YEARS OLD.

FINE OLD

CLAYMORE

RARE OLD

SCOTCH WHISKY.

GREENLEES BROTHERS,
Glasgow & London.

REGISTERED

SCOTCH WHISKY

SOLE AGENTS:

FLETCHER & Co.,
THE PHARMACY, HONGKONG.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General MEETING of the above-named Company will be Held at the Company's OFFICE No. 9 Praya Central, Victoria in the Colony of Hongkong, on WEDNESDAY, the 27th day of October, 1897, at 12 o'clock Noon, for the purpose of considering and, if thought fit, passing the Resolutions following, viz:—

1. That it is desirable to reconstruct the Company, and accordingly that the Company be wound up Voluntarily, and that JAMES SERWICK DUNCAN, Esq., be and he is hereby appointed LIQUIDATOR for the purposes of such winding up.
2. That the said LIQUIDATOR be and he is hereby Authorized to consent to the Registration of a NEW COMPANY, to be named The PUNJOM MINING COMPANY, LIMITED, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.
3. That the draft Agreement submitted to this Meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the New Company of the third part, be, and the same is hereby approved, and that the said Liquidator be, and he is hereby Authorized, pursuant to Section 149 of the Companies Ordinance 1865, to enter into an Agreement with such New Company, when incorporated in the Terms of the said draft, and to carry the same into effect with such, (if any), modifications as he thinks expedient.

Should the above Resolutions be passed by the requisite Majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, October 11, 1897. 2018

TWO EUROPEAN APPRENTICES to PIANO-MAKING, REPAIRING, and TUNING; also ONE to MUSIC and SMALL GOODS TRADE and OFFICE WORK.
1801 ROBINSON & Co.

THE
EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE UNITED STATES.

JANUARY 1st, 1897.

Assets	$45,161,239
Reserve Fund (4% Standard) and all other Liabilities.....	36,145,160
Surplus, 4%	$9,016,078
Outstanding Assurance	$190,646,264
New Assurance written, 1896	$26,602,934

LIFE ASSURANCE is now within every man's reach at a cost which, in the result, if no Claim Arises, is either nominal or, according to the class of policy, yields a return equal to the best of safe investments.

For full explanation and illustrations send date of birth to

SHEWAN, TOMES & CO.,
General Agents,
Hongkong.

Hongkong, August 5, 1897. 1546

KOWLOON HOTEL,
ELGIN ROAD.
(About 2 minutes' walk from Kowloon Wharf).

WINES and SPIRITS of the best quality.

THE New American BOWLING ALLEY will be Opened on SATURDAY, OCTOBER 9TH.
L. M. LORO,
Manager.

Hongkong, October 1, 1897. 1956

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixteenth Ordinary General MEETING of SHAREHOLDERS will be Held at the Office of the Undersigned at 3 o'clock p.m. on MONDAY, the 18th Instant.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 18th Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Canton, September 18, 1897. 1945

HONGKONG-MADE PIANOS.

W. ROBINSON & Co.

are now showing their latest Productions. They are very strong, good tone and appearance and Cheap; in Solid Teak.

PIANOS by 14 other makers of the highest Class, bought in large quantities for our 3 houses on special contract terms, are offered Cheap. For Cash or on Easy Monthly Payments. GUARANTEED FOR THE CLIMATE.

NEW MUSIC CATALOGUE NOW READY. 1988

THE
VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles)
One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY.
Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY.
A very fine blend, Matured and Mellow.

VICTORIA DISPENSARY,
Hongkong, September 29, 1897. QUEEN'S ROAD. 1939

Aquarius

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.
1820

CHALLEN'S PIANOS

ESTABLISHED, 1804. *SOLE AGENTS,*
$250 to $600. Lane, Crawford & Co.
1954

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.
724

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

LETTS' DIARIES, 1898.	
Jubilee Book of Cricket, by Prince Ranjitsinji	$4.00
The Victorian Era, by A. Graham...	1.75
Our Planetary Infinities, by Proctor	2.25
Sketches in Lavender, by Jerome K. Jerome...	1.50
The Naulahka, by Rudyard Kipling	1.50
Methodist Idyls, by Lindsay ...	1.50
An Exile from London, by Savage...	1.00
The Queen's Jubilee, by Brown...	0.50
The Psychology of the Emotions, by Ribot	6.50
Hallucinations and Illusions, by Edmund Parish	3.50
Achievements of Cavalry, by Sir Evelyn Wood	3.50
Recollections of a Literary Man (Illustrated) by Daudet	2.00
Thirty Years in Paris, by Daudet ...	2.00
Tartarin of Tarascon, " ...	2.00
Artists' Wives, " ...	2.00
The Old Country, 6 Vols.	17.50

H. F. CARMICHAEL,
Consulting Engineer and Surveyor,
19, PRAYA CENTRAL.
Begs to announce that from this date he will be prepared to carry on Business as the above, and that he is prepared to undertake PATENT SLIP REPAIRS, MACHINERY WORK, SHIPBUILDING, and Marine Engineering.
Hongkong, 1st July, 1897.

JAPANESE
FINE ART CURIOS.
KUHN & KOMOR,
Nos. 2 & 13, Queen's Road, Hongkong;
30, Yoshiwara Street, Yokohama; and
[illegible]

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,
HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:

TRADE MARK. BELL'S ASBESTOS.

ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING CO.
SNOWDON SON'S & CO., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

24 W. JACKSON, *Manager.*

TENNIS AND CRICKETING GEAR.

NEW STOCK JUST ARRIVED

SLAZENGER'S "E.G.M." RACKETS,
SLAZENGER'S "PELICAN" RACKETS,
SLAZENGER'S "LAWFORD" RACKETS,
SLAZENGER'S "PREMIER" RACKETS,
SLAZENGER'S "DEMON" RACKETS,
And a special BLACK GUT Racket 'The Champion.'

AYRES "CAVENDISH" TENNIS POLES.
" "CYPRUS" "

Ransome's Lawn Mowers (the *latest* Pattern) The 'ANGLO-PARIS' 12, 14 and 16 inches.

NETS (steam tarred), Racket Presses, &c., &c.

CORBETT'S & CLAPSHAW'S
CRICKET BATS, DUKE'S MATCH BALLS
WICKET-KEEPING AND BATTING GLOVES,
LEG GUARDS, STUMPS, &c., &c.
Liberal Discount to Clubs.

1955 LANE, CRAWFORD & Co.

CALIFORNIA
HOCK & RIESLING
GUARANTEED PURE.

WONDERFUL VALUE.

PER ONE DOZEN QUARTS	$6.00
" PINTS	3.50

TRADE MARK. 源利 *Hong Name* YUEN WO TELEPHONE No. 135. 1950

H. PRICE & Co.,
Wine and Spirit Merchants,
No. 12, Queen's Road, Central.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and Islands; cool southerly breezes in Summer, with perfect protection against the North-East winds in Winter.

A Covered Way is being constructed from the Station to the Hotel.

The Hotel is now under European Management.

GEO. J. CASANOVA, *Manager.*

CITY OFFICE, No 7, Duddell Street. 1754

THE
HONGKONG HOTEL.
A FIRST CLASS HOTEL IN EVERY RESPECT.

GREAT IMPROVEMENTS:
NEW APPOINTMENTS,
REFRIGERATOR.

NEWLY FURNISHED
MUSIC ROOM,
READING & WRITING ROOM,
SMOKING ROOM.

MATRON IN ATTENDANCE FOR LADIES. 1403

W. POWELL & Co.

A CAPITAL ASSORTMENT OF

NEW TOYS.

W. POWELL & Co.

Hongkong, October 16, 1897. 2049

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
SHANGHAI, N'KI KOBE & YOKO.	*Manila*	R. S. HADDOCK, R.N.R.	Daylight, 17th October.
SHANGHAI	*Kaisar-i-Hind*	S. BARCHAM	Noon, 17th October.
LONDON	*Sumatra*	J. COWIE, R.N.R.	Noon, 19th October.
LONDON, &c.	*Ravenna* *	C. T. DENNY, R.N.R.	Noon, 21st October.
JAPAN PORTS	*Ancona*	W. D. MUDIE	Noon, 22nd October.
LONDON	*Socotra* †	J. PAINE, R.N.R.	About 28th October.

* See Special Advertisement. † For Freight (only).

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office.
Hongkong, October 16, 1897. 2032

HONG KONG CENTRAL MARKET FOR BEEF, MUTTON, VEAL, SAUSAGES, TONGUES, &c.
BUTCHERY
CO.

Business Notices.

DO IT RIGHT
WHILST AT IT!

FLUSH YOUR DRAINS
WITH
"ESSETS" SANITARY FLUID.

DISINFECTANT, GERMICIDE, ANTISEPTIC, & DEODORISER.
SOLUBLE, NON-CORROSIVE,
NON-POISONOUS, DOES NOT STAIN.

1963 WATKINS & Co., *SOLE AGENTS.*

Green Island Cement Company, Limited.
MANUFACTURERS OF
PAVING BRICKS PORTLAND CEMENT PAVING TILES
DRAIN-PIPES
FIRECLAY
WORKS, GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.
SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Final BONUS of 2½% on CONTRIBUTIONS and DIVIDEND of $16 per SHARE for the Year 1896, will be PAYABLE on THURSDAY, the 14th Instant.

WARRANTS may be had on application at the OFFICE of the Society on and after that Date.

By Order of the Board.
N. J. EDE,
Secretary.

Hongkong, October 13, 1897. 2031

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th Instant, at 8.30 for 9.00 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, October 16, 1897. 2006

NOTICE TO MARINERS, No. 312.

CHINA SEA.

SHANGHAI DISTRICT.

Southern Entrance to the Yangtsze.

Intended change in position of Fairway Bell Buoy.

NOTICE is hereby given that, owing to the movement of the South East Spit to the South-westward, as shown by the recently completed survey of that vicinity, the Fairway Bell Buoy will be shifted one mile to the South of its present advertised position on or about the 20th November next; its intended new position being with Gutzlaff bearing South and the Tungsha Lightship N. 54¾° W., magnetic.

By Order of the Inspector General of Customs.

A. M. BISBEE,
Coast Inspector,
IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
Shanghai, 4th October, 1897. 2025

LOST!

A BLACK RETRIEVER DOG, with Name and Address on Collar, H. BATHURST, Kennedy Road. The finder will be Rewarded for returning it to the Owner.

Hongkong, October 9, 1897. 2008

LOST.

A FOX TERRIER BITCH, at the Peak, about a Fortnight since. She Wore a Steel-link Collar at the time.—A Reward will be given, if necessary, by applying to Mr. N. MUMFORD, The Homestead, Peak.

Hongkong, September 28, 1897. 1935

NOTICE.

IMPORTANT information for Engineers, regarding NOMINAL and INDICATED HORSE POWER; full Particulars of which is given in a Pamphlet, entitled "In Memoriam, JAMES WATT, Engineer." To be had from W. BREWER & Co., Hongkong. Price $2.—*Pulmen Brutum.*

Hongkong, August 28, 1897. 1724

NOTICE.

IMPORTANT Information for Purchasers of Steam Engines, Brokers, and Underwriters; full Particulars given in a Pamphlet entitled, "NOMINAL HORSE POWER and COMMERCIAL POWER." To be had from W. BREWER & Co., Hongkong.

Hongkong, September 30, 1897. 1849

THE
Old Blend
Whisky
OF THE
White Horse
Cellar
FROM THE ORIGINAL RECIPE
Dated 1746.

The Old-fashioned Blend of the Coaching Days, without alteration for 150 years.

OLDEST, BEST, PUREST IN THE MARKET.

Refuse imitations.

Insist on getting White Horse Cellar.

Being a high priced Whisky, many don't keep it if they can sell another brand.

MACKIE & COY.—DISTILLERS LTD.,
ISLAY, GLENLIVET, AND GLASGOW.
W. G. HUMPHREYS & Co.,
Agents. 1983

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 141.
Postal Address, 17 Praya Central.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD.

Hongkong, November 5, 1896 1932

CEMENTIGHT.

A PAINT,—non-conductor of Heat to Cold, impervious to dampness, and also Fire Proof.

Specially Suitable for the Covering of Buildings.

A protection against high and low temperatures.

A preserver of all kinds of Timber against insects.

An indestructible Paint on Iron, Brick and every description of Plaster, Lime or Cement.

For further particulars, apply to
HAIRE & Co.
General Agents.

Hongkong, March 25, 1897. 594

Entertainment.

THEATRE ROYAL.

CITY HALL.

TO-NIGHT, Oct. 16th, 9.15 p.m.

THE CINEMATOGRAPH

ONE NIGHT ONLY.

THE CINEMATOGRAPH

ONE NIGHT ONLY.

The latest Improved projecting Machine in which the vibration so noticeable and trying to the eyes is now entirely eliminated. VIEWS OF THE QUEEN'S JUBILEE IN LONDON will be the special feature of the Entertainment.

The following Interesting and Amusing Scenes will also be shown:—

A dispute between Bicyclists.
The Spanish Bolero.
Place de la Concorde, Paris.
French Cavalry returning from Drill.
Love Scene between Columbine & Clown.
Arrival of the Czar at Paris.
Pleasure Boats on the Seine.
Children Playing on the Seashore.
The Nurse-Maid.
The Lightning Artist.
Arrival of an Express Train.
The Magician.
Place de la Republique, Paris.
Workmen leaving a Factory.
The Haunted Castle.
A troubled Dream,
And a Series of Views depicting the QUEEN'S JUBILEE PROCESSION IN LONDON.

Incidental Music will be Furnished.

The Theatre will be Illuminated between each Picture.

Prices of Admission. $2; $1, and 50 cts.

Seats can be reserved at W. ROBINSON & Co.'s Stores.

JOHNSON & CHARVET, *Professors.*

Hongkong, October 16, 1897. 2039

PROMENADE CONCERT,

IN AID OF THE FUNDS OF THE

HONGKONG LADIES' BENEVOLENT SOCIETY,

to be Held at the

HONGKONG VOLUNTEER HEADQUARTERS,

(Kindly lent for the occasion)

on TUESDAY, 19th October, 1897,

at 9.15 p.m.

PROGRAMME.

PART I.

1. March.....Père la Victoire.....*Ganne.*
THE BAND.
2. Quartette. { 'A Sad Disappointment'... } *McCheane.*
Messrs. MIROW, HILL, GRACE, BARRETT.
3. Selection.....'Faust'.....*Gounod.*
THE BAND.
4. Song...'Oh! How I love Thee'...*H. Parry.*
(Opera Cigarette) Mr. A. C. VAN NIEROP.
5. Piccolo Dust..... { 'Les Oiseaux de Passage'..... } *Kling.*
Corporal HARPER and Musician LYTTON.
6. Quartette, 'The Evening Bell'...*Franz Abt.*
Messrs. MIROW, HILL, GRACE, BARRETT.
7. Cornet Solo...'Serenade'.....*Braga.*
Musician HALES.
8. Song, 'To Althea from Prison'...*Whinfield*
Mr. C. H. GRACE
9. Valse Brillante (Op. 18).....*Chopin.*
THE BAND.

INTERVAL.

PART II.

1. Grand Military Potpourri { 'The Battle of Waterloo'... } *Eckersberg.*
THE BAND.

SYNOPSIS—Daybreak, Morning Gun, 4 a.m.—The Reveille Sounds—The Camp in Motion—The enemy are heard advancing—To horse—Advance of the British Army in Brigades—They engage the enemy with varying success, but ultimately are victorious—Flight of the enemy and Grand Victory March of the British, concluding with the 'Conquering Hero.'

With the kind Permission of Col. GORDON and the OFFICERS, the BAND of P. W. O. WEST YORKSHIRE REGIMENT (under the conductorship of Mr W. G. BENTLEY, A.R.C.M.) will Assist in the above Programme and will also Play the accompaniments of the Songs.

If Weather is unfavourable the Concert will be held in the Theatre Royal.

TICKETS, $2 each, may be had of Messrs. ROBINSON & Co., who have kindly lent a Piano, and at the Gate.

Hongkong, October 15, 1897. 1983

To Let.

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
GODOWNS in BLUE BUILDINGS,
FLOORS in STAUNTON and ELGIN STREETS.
'CREGGAN'—The PEAK—FURNISHED—from 1st November.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, October 13, 1897. 1949

TO LET ON LEASE.

AT MOUNT GOUGH, the PEAK, a SEMI-DETACHED HOUSE, containing TWO SITTING ROOMS, THREE BED-ROOMS, BATH-ROOMS, &c.

Apply to

H. L. DENNYS.

Hongkong, October 11, 1897. 2017

TO LET.

NO. 4, QUEEN'S GARDENS.

Apply to

G. C. ANDERSON,
13, *Praya Central.*

Hongkong, August 30, 1897. 396

CHUN QUAN KEE,

DEALER IN SILKS,

WHOLESALE AND RETAIL

IVORY, SANDALWOOD, CANTON BLACKWOOD, LACQUERED WARE and all kinds of CURIOS, &c., &c.

Gold and Silver Medals received from Foreign Exhibitions.

SAI HING STREET, CANTON. 961

AMERICAN SYSTEM OF DENTISTRY.

AT

39, *QUEEN'S ROAD CENTRAL.*

CHADWICK KEW.

(LATE OF POPE'S & NOLLE.)

Hongkong, July 12, 1897. 2586

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

For Account of whom it may concern,

on

TUESDAY,

the 19th October, 1897, commencing at 3 p.m., at his Sales Rooms, Zetland Street, No. 2,—

A LARGE QUANTITY OF

CLARETS, WHITE WINES, MALT LIQUORS, WHISKIES, BRANDIES, &c.

Comprising:—

15 CASES CLARET, ST. JULIEN MEDOC.
15 CASES CLARET, ST. ESTEPHE MEDOC.
8 CASES CLARET CHATEAU MOMPE VIN EXTRA FINE.
8 CASES VINO TINTO, SUPERIOR.
25 CASES SAUTERNES.
6 CASES GRAVES SUPERIEUR, CHATEAU MOMPE.
65 CASES SIDRA CHAMPAGNE (CHAMPAGNE CIDER).
10 CASES CLARET, CAUBET POLIGNAC.
40 CASES SPANISH RED WINE.
10 CASES SPANISH WHITE WINE.
9 CASES OLD IRISH WHISKY.
6 CASES SPECIAL IRISH WHISKY.
6 CASES OLD SCOTCH WHISKY, SPECIAL RESERVE.
11 CASES OLD SCOTCH WHISKY, HEATHER DEW.
AMERICAN BEER, GUINNESS'S STOUT, &c., &c., &c.

TERMS OF SALE:—As Customary.

On view at the undersigned's from *Saturday*, the 16th Instant.

PAUL BREWITT,
Auctioneer.

Hongkong, October 15, 1897. 2046

Insurances.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,900,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital.....	£3,000,000.0.0
Subscribed Capital.....	£2,750,000.0.0
Paid-up Capital.....	£687,500.0.0
Fire Funds.....	£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 23, 1896. 1647

To-Day's Advertisements.

TO STAMP COLLECTORS.

A Large Selection of SHANGHAI AND OTHER LOCAL STAMPS, at much below Catalogue Value—ON SALE, at BREWER & Co., Queen's Road.

Hongkong, October 16, 1897. 2054

THE GREAT EASTERN AND CALEDONIAN GOLD MINING Co., LIMITED.

SHAR-HOLDERS are informed that a Letter has been received from Mr. CARL GEORG, the Company's Manager at the Mines which can be seen at the Company's OFFICE.

LÜTGENS, EINSTMANN & Co.,
General Agents.

Hongkong, October 16, 1897. 2052

KELLY & WALSH, LTD.

RECENT PUBLICATIONS.

Handbook for Maxim Machine Gun	$0.60
China Coast Tales, 2nd Series, by Lise Boehm	1.00
Naval Gunnery, by Captain H. Garbett, R.N.	3.50
Outre-Mer, Impressions of America, by Paul Bourget—Eng. Trans...	1.50
THE MARTIAN BY GEORGE DU MAURIER...	1.50
Ranjitsinhji's Jubilee Book of Cricket	4.00
Phil. May's Graphic Pictures	2.50
In Darkest Africa, by H. M. Stanley	3.50
Far Eastern Question, by V. Chirol	6.00
Mayer's Chinese Government... ...	3.50
Mayer's Treaties between China and Foreign Powers, New Edition...	4.00
Mahan's Life of Nelson, the Embodiment of Sea Power, 2 Vols. ...	21.50

KELLY & WALSH, LIMITED.

Hongkong, October 16, 1897. 2053

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MANILA.*

FROM ANTWERP, LONDON, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From MADRAS, ex s.s. *Secundra.*

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 22nd Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, October 16, 1897. 2050

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports.....	Changsha (s).....	Butterfield & Swire...	Oct. 22, at 3 p.m.
Australian Ports.....	Yamashiro Maru (s)...	Nippon Yusen Kaisha.	Oct. 23, at 4 p.m.
Baltimore.....	Isaac Reed.....	Shewan, Tomes & Co	Quick despatch.
Baltimore.....	Iolani.....	Arnhold, Karberg & Co.	Quick despatch.
Bremen & Ports of Call	Sachsen (s).....	Norddeutscher Lloyd.	Nov. 9, at 9 a.m.
Bremen and Hamburg	Maria Rickmers (s)...	Arnhold, Karberg & Co.	October 20.
Japan Ports.....	Ancona (s).....	P. & O. S. N. Co.....	Oct. 22, at noon.
Kobé and Yokohama...	Hiroshima Maru (s)...	Nippon Yusen Kaisha.	Oct. 22, at noon.
London, v. Suez Canal	Dardanus (s).....	Butterfield & Swire...	October 18.
London & Ports of Call	Ravenna (s).....	P. & O. S. N. Co.....	Oct. 21, at noon.
London, v. Ports of Call	Oanfa (s).....	Holliday, Wise & Co..	About Oct. 20.
London.....	Sumatra (s).....	P. & O. S. N. Co.....	Oct. 19, at noon.
London.....	Socotra (s).....	P. & O. S. N. Co.....	About Oct. 28.
Manila, via Amoy.....	Zafiro (s).....	Shewan, Tomes & Co	Oct. 18, at 4 p.m.
Marseille v. Saigon	Sydney (s).....	Messageries Maritimes	Oct 27, at noon.
Nagasaki, Kobé & Y'ma	Omi Maru (s).....	Nippon Yusen Kaisha	Oct. 18, at 4 p.m.
New York, v. Suez Canal	Liv (s).....	Shewan, Tomes & Co	Oct. 18, at noon.
New York, v. Suez Canal	Macduff (s).....	Dodwell, Carlill & Co	About Oct. 26.
New York.....	Aimer Coburg.....	Arnhold, Karberg & Co	Quick despatch.
Portland, Oregon, &c.	Lombard (s).....	Dodwell, Carlill & Co.	Nov. 16, at noon.
S. Francisco v. Japan	City of Rio de J'eiro (s)	Pacific Mail S. S. Co	Oct. 19, at noon.
S. Francisco, v. Japan	Gaelic (s).....	O. & O. S. S. Co.....	October 23, noon.
Shanghai.....	Kaisar-i-Hind (s).....	P. & O. S. N. Co.....	Oct. 17, at noon.
Shanghai.....	Sachsen (s).....	Norddeutscher Lloyd	About October 20.
S'hai, N'ki, K'bo & Y'ma	Manila (s).....	P. & O. S. N. Co.....	Oct. 17, daylight.
S'pore, Penang & C'tte	Kutsang (s).....	Jardine, Matheson & Co.	Oct. 19, at noon.
S'pore, Havre & H'burg	Ceres (s).....	Siemssen & Co.....	Oct. 25, at 5 p.m.
S'tow, Amoy & F'chow	Nanyang (s).....	Douglas Lapraik & Co	Oct. 17, daylight.
Tacoma (Wash.), &c...	Columbia (s).....	Dodwell, Carlill & Co.	Oct 19, at noon.
Vancouver (B.C.) & Vladivostock, &c.....	Empress of China (s)...	Canadian P'cific R'y Co.	Oct. 27, at noon.
	Hiogo Maru (s).....	Nippon Yusen Kaisha.	Oct. 22, at noon.
Y'ma, Kobé & Nagasaki	Hohenzollern (s).....	Norddeutscher Lloyd	About Oct. 20.

To-Day's Advertisements.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Hiroshima Maru*, Captain N. OHNO, will be despatched for the above Ports on FRIDAY, the 22nd Instant, at Noon.

For Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, October 16, 1897. 2051

SHIPPING.

ARRIVALS.

October 15.

Manila, British steamer, 2,711, R. L Haddock, London Sept. 4, and Singapore Oct. 9, General.—P. & O. S. N. Co.

October 16.

Kiangnan, Chinese steamer, 1,372, Emsky, Swatow October 15, General.—KWONG MAN WOO.

Leo, Norwegian str., 1 979, Th. Hansen, Amoy Oct. 15, 150 tons Matting for Hongkong, Tea and Wool for New York.—SHEWAN, TOMES & Co.

DEPARTURES.

October 16.

Hongkong, for Haiphong.
Jason, for Amoy.
Loongmoon, for Canton.
Peiyang, for Canton.
Elve, for Haiphong
Foochow, for Shanghai.
Kawachi Maru, for Singapore and London.
Guthrie, for Port Darwin, &c.
Fushun, for Shanghai.
Tamsui, for Canton.

CLEARED.

Jacob Christensen, for Saigon.
Kong Beng, for Hoihow.
Zafiro, for Amoy.
Melpomene, for Singapore and Bassein.
Nanyang, for Swatow.
Ocampo, for Bangkok.
Indrani, for Calcutta.
Telena, for Shanghai.
Taiwan, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Manila*, for Hongkong: from London, Mrs Renoir, Miss Davidson, Messrs Boughton and Vining; from Penang, Mr Mohony, Mr Anderson, and 49 Chinese; from Singapore, Miss Pennuddorie, Mr Kolkinger, and 147 Chinese. From London: for Shanghai, Mr and Mrs Deighton Brayshe; for Yokohama, Mrs Barnes.

Per *Kiang-nan*, from Swatow, 160 Chinese.

DEPARTED.

Per *Guthrie*, for Port Darwin, &c., Mr Thompson, Miss Lawrence, and Mrs Alderton.

Per *Fushun*, for Shanghai, 1 European and 50 Chinese.

TO DEPART.

Per *Kong Beng*, for Hoihow, 18 Chinese.
Per *Zafiro*, for Amoy, 120 Chinese.
Per *Melpomene*, for Singapore, 12 Chinese.
Per *Nanyang*, for Swatow, 3 Europeans and 150 Chinese.

POST OFFICE NOTICES.

MAILS will close:—

For CANTON.—
Per *Poyan*, at 9 a.m., on Sunday, the 17th October.

For SHANGHAI.—
Per *Taiwan*, at 9 a.m., on Sunday, the 17th October.
Per *Kaisar-i-Hind*, Registration at 9 a.m., Letters at 9 a.m., on Sunday, the 17th October.
Per *Chaysang*, at 3.30 p.m., on Monday, the 18th October.

For YOKOHAMA & KOBE.—
Per *Wally*, at 11.30 a.m., on Monday, the 18th October.

For AMOY & MANILA.—
Per *Zafiro*, at 3.30 p.m., on Monday, the 18th October.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Omi Maru*, at 3.30 p.m., on Monday, the 18th October.
Per *Ancona*, at 11.30 a.m., on Friday, the 22nd October.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kutsang*, at 11 a.m., on Tuesday, the 19th October.

For SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—
Per *Columbia*, at 11.30 a.m., on Tuesday, the 19th October.

For SINGAPORE.—
Per *Sumatra*, at 11.30 a.m., on Tuesday, the 19th October.
Per *Ceres*, at 4.30 p.m., on Monday, the 25th October.

For KOBE.—
Per *Chingtu*, at 3.30 p.m., on Tuesday, the 19th October.

For SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN, GENSAN & VLADIVOSTOCK.—
Per *Hiogo Maru*, at 11.30 a.m., on Friday, the 22nd October.

POST OFFICE NOTICES.

MAILS will close:—

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.
Per *Changsha*, Registration at 2 p.m., Letters, at 2.30 p.m., on Friday, the 22nd October.

For THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Yamashiro Maru*, Registration at 3 p.m., Letters at 3.30 p.m., on Friday, the 22nd October.

For MOJI, KOBE, YOKOHAMA, & PORTLAND, OREGON.—
Per *Lombard*, at 11.30 a.m., on Tuesday, the 16th November.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of Rio de Janeiro* will be despatched on TUESDAY, the 19th October, with Mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
10 A.M. Registry ceases.
11 A.M. Post-Office closes.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Ravenna* will be despatched on THURSDAY, the 21st October, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE CANADIAN PACIFIC RAILWAY Co.'s PACKET.—
The Canadian Pacific Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 27th Oct., with Mails for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
10.45 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
☞ LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, coin, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, Par 50)

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to five minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails, up to half an hour before.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	30.01	30.13	30.03
Temperature	75	78	77
Humidity ...	90	71	81
Direction of Wind ...	NEN	E	ENE
Force	2	4	2
Weather	cr	o	o
Rain	—	0.41	—

Highest open air temperature on the 15th 78
Lowest open air temperature on the 15th 74

F. G. FIGE, *Acting Director.*

Hongkong Observatory, Oct. 16, 1897.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, Oct. 16, 1897.

BAROMETER—	9 A.M.... ...	30.09
Do.	1 P.M.... ...	30.02
Do.	4 P.M.... ...	—
THERMOMETER—	9 A.M.... ...	77
Do.	1 P.M.... ...	79
Do.	4 P.M.... ...	—
Do.	(Wet bulb) 9 A.M.	72
Do.	Do. 1 P.M.	74
Do.	Do. 4 P.M.	—
Do. Maximum	...	—
Do. Minimum overnight		76

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Nanyang* leaves for Coast Ports.

Daylight.—*Manila* leaves for Shanghai.

Noon.—*Kaisar-i-Hind* leaves for S'hai.

MEMOS. FOR MONDAY.

Shipping.

Noon.—*Liv* leaves for New York, &c.

4 p.m.—*Zafiro* leaves for Manila.

4 p.m.—*Omi Maru* leaves for Nagasaki, &c.

Meeting.

3 p.m.—Meeting of Shareholders of the Canton Insurance Office, Limited, at the Offices.

General Memoranda.

TUESDAY, October 19:—
3 p.m.—Auction of Clarets, White Wines, Malt Liquors, Whiskies, Brandies, &c., at M. Paul Brewitt's.
9.15 p.m.—Promenade Concert at the Hongkong Volunteer Headquarters.

WEDNESDAY, October 20:—
9 p.m.—Meeting of Victoria Preceptory.

THURSDAY, October 21:—
Goods per *Lightning* undelivered after 4 p.m. this date landed.

FRIDAY, October 22:—
Goods per *Manila* not cleared after 4 p.m. subject to rent.
Goods per *Wally* undelivered after this date subject to rent.

SATURDAY, October 23:—
Goods per Steamer *Oceanic* unclaimed after this date subject to rent.

Quotations.

HONGKONG, Oct. 16, 1897.

OPIUM—New Patna, cash, ...	70½	
" Old " cash,	—	
" New Benares, cash,	70½	
" Old " cash,	—	
" New Malwa, credit	860	
" Allowance Taels,	32/56	
" Last Y. ar New	880/950	
" Allowance. Taels....	8/33	
" Old Malwa credit,	—	
" Allowance, Taels,	—	
" Persian, Paper tin	680/720	
" Allowance. Taels ...	6/15	

Exchange

HONGKONG, October 16, 1897.

On London—	
Bank; Wire, ...	1/11⅛
" On demand, ...	1/11⅛
" 30 days' sight, ...	1/11⅛
" 4 months' sight, ...	1/11⅛
Credits, 4 "	1/11½
Documentary, 4 months' sight, ...	1/11⅛
On Paris—	
On demand, ...	2.46
Credits, 4 months' sight, ...	2.50
On Berlin—Demand,...	1.98½
On New York—	
On demand, ...	47⅞
Credits, 60 days' sight,... ...	48⅜
On Bombay—	
Wire, ...	149
On demand, ...	149½
On Calcutta—	
Wire, ...	149½
On demand, ...	150
On Singapore—	
On demand, ...	1%
On Manila—	
On demand, ...	2%
On Shanghai—	
On demand, ...	73¾
30 days' sight, (private paper) ...	74¼
On Yokohama—	
On demand, ...	33%
Gold Leaf, 100 fine, (per tael)...	$54.00
Sovereigns (Bank's buying rate)	$10.08
Silver (per oz.)	27⅛d.

BY APPOINTMENT.

A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

SEEDS.

SEEDS.

WE have received our second Shipment

of

FLOWER SEEDS,

VEGETABLE SEEDS

and

MUSHROOM SPAWN.

CATALOGUES containing

HINTS ON GARDENING,

and

PRICE LISTS

may be had on application.

Ransom's 'New Paris' LAWN MOWERS

and

CLAY'S FERTILIZER.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, September 14, 1897. [illegible]

DEATH.

On the 8th Oct., at 14, Race Course Road, Singapore, JOHN PALMER, formerly Chief Clerk, Police Court; aged 64 years.

☞ *The publication of this issue commenced at 6.40 p.m.*

The China Mail.

HONGKONG, SATURDAY, OCTOBER 16, 1897.

LAST night we made the welcome announcement that no increase of taxation on assessable property was anticipated. We are not yet aware what the Government intentions may be, and the public will have to await the statement of His Excellency the Governor upon the re-assembling of the Legislative Council. In the meanwhile, however, an idea of the financial position of the Government may be formed from the draft Estimates for 1898. It is estimated that the revenue for the ensuing year will amount to $2,623,201 as compared with an estimated revenue of $2,446,065 for the current year and an actual revenue of $2,609,878 for the year 1896. From the details of revenue we gather that the Government is to take the heroic step of reducing the light dues, the estimated revenue from this source being returned at $45,000 in 1898 as against $110,000 in 1897 and $117,314 in 1896. This reduction will be accepted by the shipping companies as the outcome of their protest to the Secretary of State, Mr Chamberlain, against the imposition in perpetuity of the special Gap Rock light dues, and the application of money so raised to the general purposes of the Colony. Opinions may vary on the question of reducing the charges on shipping to a minimum point, but the supporters of the principle of 'a free port' have the satisfaction that comes from success. From ordinary sources of revenue, in spite of this large reduction in light dues, the Government calculates upon a larger income than in 1897 or 1896, but it is relying apparently on the land sales in the ensuing year to balance the budget. In 1896, the amount realised from Land Sales was $270,858, whereas the estimate for 1897 is returned at $100,000 and for 1898 at $255,000. The Government has probably good reason to anticipate a larger disposal of land in 1898. Cotton mills are in contemplation and workmen's houses will have to be erected in their neighbourhood, and there are not wanting indications of expansion in the residential quarters of the Colony, all of which must be regarded as encouraging by the Governor and his advisers. As a corollary, there is justification for allowing an increase of $40,000 in the revenue derivable from taxation. Before next year a large number of new houses, European and Chinese, will have come under occupation, and as rentals have been going up with a rush the occupiers will benefit (or otherwise) by the re-valuation of assessable property to be effected early next year. It is rather hard that all extra taxation should fall upon the unfortunate occupiers who are, in the majority of cases, especially amongst low-salaried Europeans, least able to bear the increased burden, and we hope the Government will be able to devise a scheme whereby, under a new system of taxation, the revenue of the Colony may be augmented without adding any further to the responsibilities of the present burden-bearers. As an increase of $35,000 is expected as profit on subsidiary coins, we infer that the Government is yielding to the public cry for an augmentation of the subsidiary coinage of the Colony. Without endangering the stability of the public finances, an even larger profit might be derived from this source.

Coming to the other side of the account, we observe that the Government estimate the expenditure at $2,758,165 as against $2,769,083 for 1897 and $2,474,910 in 1896. It will thus be seen that the estimated expenditure exceeds the estimated revenue by $3,866; but as the amount of $137,830 has to be deducted from expenditure as chargeable to loan, there remains a balance in favour of revenue over expenditure of $2,866—not a large balance, but better than a deficit. The principal items showing an increase over last year are—Charge on account of public debt, pensions, Post Office, Sanitary department, miscellaneous services and military contribution. Over the expenditure on public debt and pensions the Government cannot be said to have any control. One is increasing probably on account of the fall in exchange; the other from natural causes. The Post Office and Sanitary Department show only a moderate increase due to additions to staff or stipulated increment on salaries. Miscellaneous services constitute an unknown quantity, but if there is a substantial increase over 1897, it is fair to state that the estimate for 1898 is still far below the actual expenditure in 1896. The same remark applies to the military contribution. Last year, the military contribution was calculated for the first time on the basis of 17½ per cent of the revenue of the Colony (exclusive of land sales), and the amount that had to be paid will be about $470,294, as against $393,126 in 1896. This year a sum of $404,484 will be set aside for this item, which is to say, $414,696 for what is generally spoken of as the Military Contribution, $[illegible] for Barrack Services, $[illegible] for Volunteers, and $50,000 for the Colony's contribution to the new Docks. There will be considerable [illegible] in Defence Works for 1898, and if it was not for this item, assuming that the estimated revenue for the two years is approximately correct, there would be a slight decrease in the total expenditure for military purposes.

On the whole, the estimates are much more favourable than was at first anticipated, and a sanguine budget speech may be expected from His Excellency, who will probably take this, his last, opportunity of reviewing the finances of the Colony during the period he has administered the Government, and of replying to the criticisms that have been passed upon his financial policy. It must be admitted that he has had to face very exceptional circumstances. When he arrived here, the Colony was suffering from the after effects of unhealthy over-speculation; business was to some extent paralysed and not very prosperous. It had hardly recovered when the terrible epidemic of 1894 again crippled business and entailed enormous expenditure on the Government, and in 1896 the plague recrudescence had to be faced. Fortunately this year the Colony has escaped epidemic diseases, it has not been visited by a single typhoon, events transpiring in China have contributed to the welfare of the Colony, local industries are being promoted, with every apparent prospect of success, and even if the instability of exchange has exercised a bad effect on trade for a great part of the year, it can still be said that Hongkong has been fairly prosperous in 1897, and that the outlook for the future is very encouraging.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Indrapura*(?), Sept. 17; *Delta*, 21; *Sophie Rickmers*, 24; *Sachsen*, *Ulysses*, *Cam*, *Silk*, *Trieste*, 28; *Formosa*, *Melbourne*, *Thekla*, Oct. 1; *Commonwealth*, 5; *Benledi*, *Ernest Simons*, *Prinz Heinrich*, *Pyrrhus*, 8; *Glenavon*, 11; *Canton*, *Myrmidon*, *Port Adelaide*, *Bellona*, *Dorothea Rickmers*, *Freya*, 14.

HOMEWARD BOUND:—*Prian*, Sept. 7; *Polyphemus*, 17; *Ghazee*, 21; *Java*, 24; *Ceylon*, *Glengarry*, *Strathallan*, Oct. 1; *Diomed*, *Tantalus*, 5; *Irene*, *Lennox*, 8; *Aglaia*, *Saghalien*, 14.

VESSELS PASSED ANJER.

OUTWARD:—August 6.—British ship *Orpheus* for Singapore, from Barry April 30. August 7.—American ship *McMillan* for Japan, from Middlesbro' April 27. August 9.—American ship *Vigilant* for Japan, from New York April 26. August 11.—British ship *Willieburn* for Shanghai, from New York May 8.

HOMEWARD:—August 2.—Norwegian barque *Rigi* for Lisbon, from Bangkok June 7. August 3.—Norwegian barque *Alida* for Reunion, from Saigon June 25. August 12.—British ship *Canara* for Boston, from Cebu July 15. August 12.—British ship *Armadale* for Liverpool, from Manila June 24.

Mails.

The P. & O. Co.'s s. s. *Kaiser-i-Hind*, with the ENGLISH MAIL of the 17th Sept., left Singapore on Sunday, the 10th Oct., at 6 p.m., and may be expected here on Saturday, the 16th Oct. This Packet brings replies to letters despatched from Hongkong on the 12th Aug.

The Imp. Ger. Mail s. s. *Sachsen*, with the GERMAN MAIL of 20th Sept., left Singapore on Thursday, the 14th Oct., at 6 p.m., and may be expected here on or about Tuesday, the 19th Oct.

The O. & O. Co.'s s. s. *Gaelic*, with the AMERICAN MAIL of the 21st Sept. will leave Yokohama, on Tuesday, the 12th Oct., and may be expected on or about Wednesday, the 20th Oct.

The P. M. *City of Peking*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd Oct.

The C. P. R. Co.'s s. s. *Empress of India* left Vancouver for Hongkong, on Monday afternoon, the 11th Oct.

Steamers Expected.

The N. Y. K. s. s. *Hiroshima Maru*, from Bombay, left Singapore for this port on the 12th Oct., and is expected to arrive here on the 18th Oct.

The s. s. *Catherine Apcar*, from Calcutta, left Singapore for this port on the afternoon of Oct. 13th.

The N. G. I. s. s. *Letimbro* left Bombay on the 10th Oct., and may be expected here on or about the 27th Oct.

The N. P. Co.'s s. s. *Tacoma* sailed from Tacoma, Washington, for this port via Japan and Shanghai on the 26th Sept.

The R. L. s. s. *Sophie Rickmers* passed the Canal on the 23rd Sept., and is considered due at Singapore on or about the 20th Oct.

The C. M. Co.'s s. s. *Tenkai*, from Glasgow and Liverpool, passed the Canal about the 10th Oct., and may be considered at Singapore on or about the 26th Oct.

Latest Advices.

The s. s. *Tacoma*, from Tacoma, has arrived at Yokohama, and sails for Hongkong via usual ports on the 17th Oct.

The P. M. Co.'s s. s. *Arabia* left Nagasaki for this port on the morning of the 13th Oct.

The O. & O. s. s. *Doric*, with mails &c., left San Francisco for this port on the 12th Oct. via Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai.

Low exchange has *not* increased our prices of Pianos, but we *have* instead reduced our expenses and our prices are the very lowest. W. Robinson & Co.

A GOOD story is going the round which shows to what extent the violent exhibitions and caprices of the German Emperor are regarded in his own country. An English gentleman, it appears, was walking with a friend *Unter den Linden*, and in the course of a discussion on the Kaiser's conduct commissed a grievous error of *Majestätsbeleidigung*. 'The Emperor's a——fool,' he exclaimed, whereupon an English speaking police officer tapped him on the shoulder, and said, 'You come with me to the police station.' 'What for?' exclaimed the Englishman. 'Mein Herr did not hear a word,' replied the man. 'No, but I heard the insult perfectly.' 'Ich habe nichts gehört,' persisted the man, [illegible] 'Der Fall [illegible]

CAPT. Baker-Carr, of the Rifle Brigade, has gone to India as A.D.C. to the Viceroy, the Earl of Elgin; Lieut. J. H. Thresher, of the same Battalion, becomes an extra A.D.C. to the Viceroy.

A FOOTBALL match was played at Singapore on the 7th inst. between teams representing H.M.S. *Plover* and Raffles School. The latter team, which included several Straits Chinese boys, won by 2 goals to 1. Rough on the bluejackets.

A NAVAL and military rifle meeting will be held on Thursday, 21st October, at the Naval Range, Kowloon. Should there not be sufficient time to fire off all the events on the 21st, the competition will be resumed on 22nd October. The programme comprises fifteen events to be fired with the Lee-Metford rifle and the revolver. The meeting opens at half-past twelve o'clock.

TO-MORROW, the 17th inst., being the Sunday nearest to St. Luke's Day, is to be observed in Hongkong as the annual 'Hospital Sunday.' The following churches have arranged to make collections on behalf of the Alice Memorial and Nethersole Hospitals:—St. John's Cathedral, Union Church, St. Peter's Church, St. Stephen's Church, Wesleyan Church, Bethesda (German) Chapel, Wesleyan Mission Chinese Church, To Tsai (L. M. S. Chinese) Chapel, Hakka Churches (Basel Mission Chinese), and Baptist Mission Chinese Church.

THERE is a good deal of bank note forgery about in Hongkong and Singapore and Java. At the ensuing Criminal Sessions, a Chinaman will be tried for uttering or having in his possession a forged note of the Chartered Bank. At Singapore on the 7th inst., a somewhat clumsy forgery of a cheque was brought to the notice of the Chartered Bank. A respectable looking Malay walked in, and proceeded to cash a cheque which had been drawn on a planter in Johore for $10. The amount below had been altered to $60, and an attempt had been made to write the word 'six' before the ten, and this failing, it had been erased and the words 'six ten' written in very bad characters. The Malay's explanation of the affair is that he discounted the cheque to a Chinaman for $55 in Johore, but he does not know who the Chinaman was, and the Police, are, to say the least, doubtful of the Malay's story.

MR George Springall, boatswain of H.M.S. *Undaunted*, died in the Naval Hospital yesterday, and was buried with naval honours at the Happy Valley this afternoon. The cause of death was peritonitis. The funeral was very largely attended, all the warrant officers of the fleet, who could be spared, being present. Capt. Clarke was unable to be present having met with a bicycle accident, but he sent a beautiful wreath. A large number of wreaths had been sent, the officers and all sections of the ship's Company being represented. A beautiful wreath of roses was sent by Commodore and Mrs Holland, who expressed regret at not being able to attend. Mr Springall was an old shipmate of the Commodore's who had a great respect for the deceased on account of the zeal and ability he had displayed whilst serving under his command. There is still a considerable amount of sickness amongst the officers and men of the *Undaunted*.

KOWLOON continues to expand. The twenty new houses for Europeans, erected by Messrs J. D. Humphreys and Son near Knutsford Terrace will soon be ready for occupation. The Spanish Procuration is preparing a site for a semi-detached house between Kinbarley Villas and Knutsford Terrace, and on the fine open site below the Terrace Messrs Humphreys and Son are making preparations for building two or more semi-detached houses of the villa type. Other sites are being got ready for European houses, and there is every prospect that in a very few months the European population of Tsimshatsui will be considerably augmented. It is confidently expected that the Government will at last recognise the necessity of providing education for the European children on the other side of the Harbour, as well as for the Chinese, who alone are cared for at present. We are afraid, however, that these confident expectations are doomed to disappointment, as the Government has its own ideas of the change that is going on in the Colony and the Government's responsibility for providing for the education of European children. It must be remembered that the Chinese contribute the largest share to the revenue of the Colony, and it is only right that the Chinese should receive the first consideration. The delusion that the Europeans have any right to expect school facilities for their children is one which should be speedily dispelled. If children of tender years cannot be sent to the schools on the island, they must go without education. It is a simple but effective alternative, and reflects the high credit upon those entrusted with the administration of affairs in this so-called British Colony. The estimates are coming up for discussion in a few days. Will any of the Unofficial Members tackle the uninteresting educational vote as it affects Kowloon, or must the Kowloon taxpayers look for help elsewhere?

MAY Music Company [illegible] Pass said in [illegible]

ON Monday afternoon on the Happy Valley the H.K. Football Club will hold an Inter-Club match under Association rules. Kick-off at 4.45 p.m. sharp.

THE Singapore mortality returns for the week ending 2nd Oct. show 176 deaths, with a ratio of 44.33 per thousand. Six deaths were due to cholera.

UP to the time of our going to press, the P. & O. mail steamer *Kaiser-i-Hind* had not arrived. It is supposed she has had to make a detour to clear bad weather. She is only six days out this evening.

IN his weekly share report of this date, Mr Erich Geong writes:—Business during the week under review has been fairly active, and the market closes much stronger, although money still remains tight.

THE Singapore Police have now in their possession an aneroid barometer and case, belonging, presumably, to some Captain touching at Hongkong, for which they would be glad to find an owner. That is to say, for the aneroid and case, not for Hongkong or the captain!

H.M.S. *Grafton* leaves for Singapore on the 25th inst., and will probably go on to Penang and Singapore to meet and convoy the torpedo-boat destroyers now on their way to the China Station. It is not certain yet whether Admiral Oxley will rejoin his flagship.

THE Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess on Sunday evening, the 17th Oct.:—

1.—Wedding March 'Euryanthe' ..... *Weber.*
2.—Overture ..... 'Iphigenie en Aulide' ... *Gluck.*
3.—Sacred Chorus .. 'La Carita' ..... *Rossini.*
4.—Selection ..... 'Le Roi de Lahore' ..... *Massenet.*

God save the Queen.
Wm. Geo. Bentley, A.R.C.M., Bandmaster.

THE P. and O. Steam Navigation Company have issued a programme showing the proposed movements of mail steamers for 1898. The alteration of mail days comes into effect in February, when Tuesday, February 15, will initiate the change for Shanghai, and Saturday, 26th February, for Hongkong. On and after these dates the English mail days will be Tuesdays for Shanghai, and Saturdays for Hongkong.

ACTING Inspector Hall and a body of Chinese police raided a gambling house at Quarry Bay last night, and arrested fifteen persons engaged in a game of *fan tan*. About $8 and some gambling utensils were seized. The banker was fined $50, with the alternative of six weeks' imprisonment. Three of the others were bound over on their own recognisances to be of good behaviour; another was discharged, and the remainder were fined $5 each.

MR and Mrs Belilios gave their annual treat to the scholars attending Belilios Public School at the 'Eyrie' on Thursday afternoon. The weather was very favourable and the children had a most enjoyable afternoon with swings, Aunt Sallies and other amusements. Mr and Mrs Belilios were assiduous in attending to the comfort and the amusement of their guests, and refreshments were served during the afternoon. On their departure, as night fell, the girls each received a very handsome souvenir of their visit from Mr and Mrs Belilios, for whom three hearty ringing cheers were afterwards given. By the kindness of the Tram Company, the children were conveyed to and from the Peak.

RUMOUR is current that the Peak Tramway is to be taken over by the Military authorities as an adjunct to the Peak Barracks. Another variation of the rumour is that the Military authorities are contemplating the construction of a hill tramway of their own. There is probably no truth in either of the rumours. The Tramway shareholders, after bearing the burden of a non-remunerative concern for many years, are not likely to part with their property now that is beginning to recompense them for their outlay of capital. On the other hand, the military authorities would surely never incur the expenditure that would be entailed in the construction of another tramway, even if another route were available for connecting the Gap with the town, when the existing tramway would be available should any sudden movement of the troops be required in time of emergency. But it is interesting to note that in the petition presented to H. E. Sir John Pope Hennessy by Mr A. Findlay Smith, the promoter of the tramway, in 1881, the following was advanced as one of the advantages to be gained by its construction:—'Secondly—(It would) afford facilities for the moving of troops and material, as well as ready means of access to the Military Sanitarium now about to be constructed. In this connection may be suggested the not altogether conjectural contingency that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to barrack the greater portion of the Garrison on the high grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the Military.' Mr Findlay Smith has long held a high reputation for shrewdness and foresight, and he, for one, can contemplate the realisation of his forecast of harvests at the Peak with some degree of satisfaction. From 1881 to 1897 is a wide gulf, but what was considered possible sixteen years ago has at last been realised, albeit, at the dawn of the twenty-first century. [illegible]

'FRAGRANT WATERS' MURMUR

That the Royal Jockey Club, or the Royal Cricket Club, do not strike one as very happy names, although they are really the institutions which, by seniority and good service, most deserve any honour of the kind that may be going.

That the Royal Golf Club is, I believe, not envied because of its new honour, chiefly on the ground that few people see very much in the title.

That I am afraid we are getting more Imperial than Royal, although the 'loyal' attribute seems to me to belong more fully to those who make least fuss about big names.

That I hear the Royal Golf Club has decided to begin the farewell honours to Sir William Robinson, by asking the Governor, in the usual manner of Britishers, to a dinner.

That farewell dinners are somewhat of a trial for public men, and I cannot help thinking of the popular man who, having been feasted almost within an ace of Happy Valley, found he was not leaving the Colony after all, and had to seek a short spell of quiet in Macao.

That no one seems to know exactly when H.E. the Governor is going away—perhaps he does not know himself when he is to be relieved.

That it is believed this and other secrets are being kept specially for the next Council meeting.

That the event which seems to have filled up the week is the H.K.V. Camp.

That an event of this kind (if it can be called an event) continues day and night.

That it goes to the credit of the Corps, and of its indefatigable and popular Commandant, that excellent work, good play and much good-fellowship have attended this annual gathering.

That, owing to bad weather part of the time, the Camp cannot fairly be described as a 'picnic,' although wherever the young Anglo-Saxon 'Mark Tapleys' assemble, there you will ever find pleasantry and cheerfulness.

That I am very pleased to see the worthy P. M. O. (Surg.-Col. Evatt) again to the front, furnishing the instructive section for the lively and humorous *Camp Gazette*.

That Surg.-Col. Evatt deserves great praise for the keen interest he takes in the ambulance department, as affecting the Volunteers, and I have reason to believe the members of the Corps fully appreciate his kindly services.

That the well-written sketch which you have published entitled 'The Back Door' furnishes excellent material, I hear, for the humorous writers in the *Camp Gazette*.

That I am credibly informed the skit entitled 'The Front Gate' is excruciatingly funny, and withal very good-humoured, in its tone.

That it is well, by the way, you should preserve those articles on the defects of our defences, and put them forward in a convenient, handy form.

That, when we are caustic in our criticism of the Government upon public questions, it is only right and proper the fullest credit should be accorded when the Government does a sensible thing.

That the substitution of open wharves for piles of solid masonry, in response to the almost unanimous opinion of the residents, is a concession for which the Governor deserves the greatest praise.

That it might be interesting to know the name of the sapient, 'stony' official whose advice was unthinkingly accepted upon this important matter.

That whoever he was, the best memorial of his wisdom might perhaps be to give his name to the stone wharf near the Taikoo new offices.

That it might be called the Bowdler Pier until some one else claims the title.

That if it be true, as you have hinted, the Government has abandoned its intention to raise the house-tax from 13 to 16 per cent., that fact will score in favour of the Executive, in so far as it is a concession to popular feeling.

That I have heard whispers of an income tax in a modified form—part to be levied upon income on rentals, and part to be assessed upon the dividends of local companies.

That doubtless either form of income tax will be opposed by a certain class; but perhaps the Colonial Treasury may be able to pay its bills without resort to either of those forms of taxation.

That one thing may be remembered in this connection, viz., that many house-owners and dividend-receivers no longer live in the Colony, and so far the tax would be distributed.

That a certain well-known Subscription List is now being placed within reach of the sons of Scotia, the energetic Committee of the St. Andrew's Ball having taken time by the forelock about their annual celebration.

That if the Scotch Gathering is not a success (it usually goes off all right) it certainly will not be the fault of the President (Hon. J. J. Bell Irving), who has seemingly made up his mind to beat the record.

That it is intended, I believe, to hold several dance practices next month, so that the reels may prove more successful than last year.

That as this detail (important as it is) resolves itself into a mere matter of practice, the defect is easily remedied.

That some of the reels in days gone by, when St. George's Hall was too small for the dancers, were unquestionably excellent illustrations of national dancing.

That it may be our Scotch friends are getting too civilised for their splendid invigorating national reel.

That this notion may be dispelled later on.

That the Hongkong Benevolent Society has been unlucky (or the public have) over the postponements of their open-air Concert.

That it was a very sensible decision to arrive at, that the concert shall be held, 'weather or no,' on Tuesday—if fair, in open-air; if wet, in the City Hall.

That, although we in Hongkong have not the same scope for hospital charity as our friends possess at Home, still it should not be forgotten we have even here a Hospital Sunday, and offertories are asked for to-morrow.

BROWNIE.

VESSELS AT THE DOCKS:—At *Kowloon*—Pasig, Sin Kai, Empress of China, Haitan, Ocampo, Kiangtung.

Aberdeen.—(None.)

Cosmopolitan.—West York, Jacob Cristensen, Shantung.

JAMES J. Muir, an Australian cyclist, has just completed a ride, from south to north, across Australia, a distance of 2,000 miles, through wild and uncivilised districts. He accomplished this journey in sixty-two days.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, October 14.

THE VENEZUELA ARBITRATION.

Professor Maertens, of St. Petersburg University, has been chosen as umpire in the Venezuelan Arbitration. The Court of Arbitration will assemble at Paris next autumn.

MOVEMENTS OF THE MEDITERRANEAN FLEET.

Five British war-ships have sailed from Malta to Alexandria.

RESIGNATION OF THE MASTER OF THE ROLLS.

The Master of the Rolls has resigned.

BIMETALLISM.

The *Times* states that a letter is being drawn up for the purpose of expressing the grave objection of the majority of the leading City men to any Government movement in the direction of bimetallism.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 16th at 11.40 a. The depression has probably passed into the S. part of the Gulf of Tongking. The high pressure covers the E. coast of China and is extending over Japan. The barometer has risen considerably in the neighbourhood of Hongkong and in the extreme North, and is little changed elsewhere. Gradients, for N.E. winds, remain rather steep on the China coast. Forecast:—strong to fresh N.E. winds; fair but squally. N.E. gales in the N. part of the China Sea.

CAMP NOTES.

(*By our Special War Correspondent.*)

Stonecutter's, October 16.

It was a wet, wet night, but there was a very slight diminution of numbers under canvas. The wet weather has produced another poet, who is endeavouring to run the Maxims for the Laureate-ship. A verse of his first effusion is given below:—

Oh! we take them from the Offices and Banks,
And drill them up and dress them up so neat,
In khaki cloth we put them in the ranks,
And supply them with no covering for their feet.
Then we take them o'er to Stonecutter's fair Isle
And plant them under canvas for a while,
No matter whether 'tis raining,
They've got to do their training,
And that in the most military style.

This morning there was preparatory drill for target practice to take place this afternoon. We hear that a prominent resident who will be leaving the Colony in the Spring has generously offered to steer one of the sampans carrying the objects of fire, as straight as an *Arrow*. It will be a great risk, as it is well-known that when the Field Battery is out a seat on the target is not the safest place, and we do not yet wish to lose his *Society*.

THE honour of being the earliest discoverer of wireless telegraphy is claimed by the *Dundee Advertiser*, for Mr James Bowman Lindsay, a teacher of science, who died in Dundee in 1862. According to our contemporary Mr Lindsay conceived the idea of telegraphing without wires as early as 1831, and actually carried it into practice successfully in 1857. In the latter year he made experiments in the presence of several local scientific men at Earl Grey Dock, Dundee, and succeeded in sending messages from one side of the dock to the other. He dispensed with wires, using the water as his communicating medium. Mr Lindsay afterwards extended the plan of his experiments. He placed his plates and batteries on each side of the Tay, at Dundee and Woodhaven, where the river is nearly two miles wide, and here also succeeded in sending messages from one to the other without wires. In 1859 he read a paper on the subject of his theory before the British Association at Aberdeen, and at the same time conducted a further series of experiments at the Aberdeen Docks to demonstrate its correctness. Mr Lindsay entertained great hopes of his system being used for telegraphing over much longer distances, for he made calculations to show that, by selecting two stations in Britain—one in Cornwall and the other in Scotland—and two corresponding stations well chosen in America, it would be possible to transmit messages across the Atlantic without employing cables. Although Mr Lindsay's experiments aroused a good deal of discussion forty years ago, nothing was done to apply his theories to practice, and he himself died only a few years later in circumstances bordering on penury.

THE Chinese Engineering and Mining Company at Tongshan have just lost a very valuable and trustworthy servant by the unfortunate death of Mr W. H. C. Guy, which occurred at the General Hospital, Tientsin, on Friday, October 1st. Mr Guy landed in China in the spring of 1894, coming from the Nunnery Colliery, Sheffield, and soon won by his unfailing tact and genial courtesy the good-will of the Company who employed him. After the close of the war a bright day dawned on mining enterprise in China, orders began to pour in thick and fast, and the company, to comply with this increased demand, decided to develop the resources of the collieries to their utmost capacity, and for this purpose placed Mr Guy in full charge of the underground workings. It was soon seen that their confidence had not been misplaced, for the output at once began to increase month by month until it made for the year 1896 the enormous total of 444,000 tons, an increase in one year of 40,000 tons over the highest previous record. Mr Guy possessed in a very high degree those qualities absolutely indispensible to a successful leader of industrial enterprise, a shrewd knowledge of human nature, keen perception, combined with a will of iron that enabled him to carry out purposes maturely resolved upon. Allied to these qualities were others of a human kind; if a miner was in peril then no labour was too arduous and no risk too great to be undertaken for his rescue, and many a miner at Tongshan owes his life to Mr. Guy, as his rescuer, whose energies on such occasions were almost superhuman. His integrity was unimpeachable and his character stands out in this respect with untarnished lustre. The community of Tongshan deeply deplore his death and sincerely condole with his relatives in their bereavement. Mr Guy was 33 years of age, and leaves a father and sister to mourn his loss.—*China Gazette.*

CRICKET.

HONGKONG F. C. v. HONGKONG C. C.

This match was played at the cricket ground to-day on a rather heavy wicket. The football players were captained by Dr Atkinson and the Cricket Club by Mr Sercombe Smith. The P. M. O. had the good fortune to win the toss, and, of course, elected to bat. The team was 'taily,' but some of the players made a good stand and the total reached the fairly respectable one, considering the circumstances, of 138. Ward, with a little luck, was top scorer, but Gordon was doing well when he ran himself out in attempting a short run. Bowden-Smith, with his left-hand slows, breaking back from the batsmen's leg side, was the most successful bowler with three wickets for five runs. The Cricket Club opened with Johnston and Mounsey, who faced the bowling of Swan and Gordon. Neither of the bowlers were very deadly, although Swan kept a good length at the opening and the batsmen could not get him away, but Mounsey did not appear in form and was soon caught by Inchbald off Gordon. Johnston was batting steadily, and punishing any loose ball on the leg side, and the score went up at a fairly good rate after a while. There was a temporary collapse, but upon Sercombe Smith and Langhorne getting together the result of the match was speedily put out of doubt, and the Cricket Club ultimately won by 30 runs. Davies was the most successful bowler with 4 wickets for 31 runs. In playing out time, the Football Club scored 28 for the loss of 3 wickets (Moberley 16) not out. Scores:—

FOOTBALL CLUB.

A. S. Anton, c Cox, b Noble	12
C. Inchbald, c Cox, b S. Smith	12
A. G. Ward, c Smith, b Noble	47
H. S. Moberley, b S. Smith	7
C. Gordon, run out	28
P. G. Davies, c Langhorne, b S. Smith	14
Dr Swan, b Bowden-Smith	0
Dr Atkinson, c Cox, b Mackenzie	10
H. W. Looker, c S. Smith, b B. Smith	0
E. C. Creagh, c Langhorne, b B. Smith	0
F. H. Kew, not out	0
Extras	8
Total	138

CRICKET CLUB.

Dr. Johnston, c Ward, b Gordon	22
K. W. Mounsey, c Inchbald, b Gordon	8
P. Hamilton, c Davies, b Ward	8
P. A. Cox, b Davies	27
T. Sercombe Smith, l.b.w., b Swan	39
Capt. Langhorne, b Davies	33
Lt. Bowden Smith, c Kew, b Anton	3
A. Mackenzie, b Anton	6
J. T. Noble, c and b Davies	8
A. Anderson, not out	2
C. C. Platt, b Davies	0
Extras	7
Total	163

BRITISH AND GERMAN COLONIAL SYSTEMS.

A COMPARISON BY DR PETERS.

In an instructive pamphlet headed, 'What does English Colonial Policy teach us?' Dr Karl Peters compares the British with the German colonial system. He writes:

While in the German colonies bureaucracy plays the prominent part, in those of Great Britain the traders are the leading men. The State has always been for the Anglo-Saxons only a means to the end of securing and promoting the well-being of each individual. With the axiom, 'England expects every man to do his duty,' follows a corollary: 'Every man expects England to do her duty.' This explains the enormous growth of the English race, which of all nations has most perfectly solved the difficult problem of combining individual liberty with legal order. A nation makes colonies to gain a new field for its emigrants and a market for its commerce, or to carry on the cultivation of tropical plants and mining. This is its sole economical object, and can only be attained by emigrants who will cultivate the ground or engage in trade and commerce. And such people will only go out when they have a prospect of establishing themselves according to their own ideas and wishes. Now what interest a State can have in limiting more than necessary the possibility of their doing this, and in letting Colonists be 'administrated' by paid officials, without their asking for anything of the kind, I cannot understand. Man possesses, besides many other instincts, that of a certain civil and political ambition. A colonist who gives up the pleasures of civilisation, and risks his life in foreign climates, will not be greatly pleased to see officials over him who will not be of any service to him, but who are able to hinder him in all his undertakings, and besides let him feel unnecessarily that they enjoy social rank above him. To a country where such conditions obtain an emigrant who has any pride would rather not go. He would rather choose the place where personal thoroughness is appreciated as such, and determines rank and position. The only thing a young colony requires from the mother country is protection for life and property and the proper administration of justice. Besides this the State must have agents to collect customs and taxes. Anything beyond this is bad. If Germany will not make up her mind to inaugurate such a purely economical colonial policy, she may quietly sell her colonies to England. German colonists will then soon appear there, and undoubtedly invest more German capital there than is the case to-day.

THE DANGER OF WEARING HIGH COLLARS.

High, stiff collars are the fashion, although the science of health recommends flat, easy collars which leave the neck free. Not long ago a gentleman was nearly suffocated by a high collar at Cairo, according to Dr Pirtes, of that city; and there is another case on record of a rich American who was found dead in a compartment of the train from Nice to Paris. The inquest showed that his collar had actually strangled him. There is, in fact, a point of inhibition near the 'Adam's apple,' and if it be compressed, the respiration is suddenly arrested, producing asphyxia. A collar which presses just a little when the wearer is upright can press much more when he is seated; and if he falls asleep, congestion, followed by coma and death, may ensue. Any exaggerated pressure on the larynx may lead to suffocation and a fainting fit. In the case of the American the mark of the collar had left its mark on the skin of his neck. It is well, therefore, to be careful and avoid wearing a tight collar.

THE BENNERTZ SCANDAL.

REPORTED SUICIDE OF TSENG AND LIU TAOTAIS.

The Chinkiang correspondent of the *China Gazette* wrote on the 6th inst.:—

The Bennertz business is getting more sensational. It is now reported here that the Viceroy lately ordered Tseng Taotai, Chief of the Kiangnan Pay and Defence Department, to co-operate with Liu who was Shanghai Taotai at the time the charters were made, to try together to settle the whole question which now threatens to become a high diplomatic difficulty, and to pay up between them any money that may be required to get the Viceroy out of the mess that they have let him into. To-day it is known that Tseng has just died at Nanking, and it is generally stated his death was caused by an overdose of opium, self-administered. It is also generally reported here that Liu Taotai has followed his unfortunate colleague's example. If this is so, there will be a terrible slaughter of the minor innocents to follow. It is quite true that everything was in train a few days ago for the Chinese to get hold of the Bennertz steamer *Sin Fokien* and run her up to Nanking, but the authorities got frightened and gave up the idea.

It is still further reported that Mr Chu, the clever functionary who filled what was evidently the sinecure post of Paymaster of the Department, is *non est*, just when his presence is most urgently needed to enable his august master the Emperor of China to proceed with his suit against Bennertz & Co. in Hongkong over the s.s. *Ningchow*. Mr Chu is believed to be cooling his heated brow amongst the snows of Vladivostock, whither he discreetly 'scooted' as soon as the recent judgment was delivered.

Then there is the question of the transfer of our most worthy, courteous and generally delightful Commissioner of Customs, Mr Lay, who has been ordered to proceed to take charge of the Newchwang office. But he cannot go, it is said, until he settles his part of the Bennertz business with the Taotai and other Chinese functionaries, who are in a terrible state of excitement over the whole business.

NEW MISSIONARY ENTERPRISE.

PICTORIAL PREACHING.

A new scheme to be worked in connection with existing missionary societies has been started with the object of supplying and colouring by hand preaching cartoons for use by missionaries in China. The Chinese, it appears, are peculiarly fitted for receiving instruction through the eye, and Scripture pictures are found of great value in missionary work in China. But in evangelizing work, English pictures are worse than useless, and 'a plan has recently been tried of employing a Chinese artist to design and execute Scripture pictures, in complete accordance with native art, and in keeping with Chinese habits and customs.' These pictures, it is said, have been employed with very great encouragement by an increasing number of missionaries; but being laboriously drawn and painted by a single artist, the supply cannot meet the demand. Nine thousand of such pictures (preaching cartoons) are now being prepared in England as facsimile reproductions of three of the originals, and they are being printed on calico as lithographic outline to be subsequently coloured by hand in water-colours. The scheme suggests that this colouring should be executed by sympathisers at home. The cartoons measure 5 feet by 3 feet, and each cartoon comprises six separate scenes, 18 by 17 inches; they will be sent out to the colourists by the China Inland Mission, and are to be returned to the offices of that Mission, whence they will be sent to Shanghai, and will be obtainable there at a low price by any European or native missionary of any of the Protestant Missionary Societies. Dr Wilson of China, and now of Greenside, Kendal, under whose auspices the scheme is launched, has received promises for colouring nearly 2,000 of the cartoons.—*London Daily News.*

TO DETERMINE THE HEIGHT OF CLOUDS.

A method of determining the height of clouds, and especially of the ill-defined stratus cloud, by means of the search light, was suggested by Professor Cleveland Abbe many years ago. It was proposed to establish a search light, the beams of which should be vertical; the apparent altitude of the centre of the luminous spot of the cloud was to be observed from a station not far away, and the height was a matter of easy calculation. Professor Abbe returned to the subject in the *Monthly Weather Review*, and points out that with the great increase in the power of the modern search light, further applications have become practicable; thus in harbours on the sea-coast, where one wishes to ascertain the presence and development of low-lying fogs, the search light which renders them visible is an invaluable assistant. A year ago some accounts were published relative to the cloud effects on Mount Low and Pasadena. According to these accounts Mount Low is about fifteen miles north-north east from Los Angeles, and about six miles in a straight line from Pasadena. When the beam of light fell upon the bodies of clouds they at once became luminous, so that all the details of motion were visible; when the beam fell upon the falling rain, the great cons of light glowed like molten metal. It seems, concludes Professor Abbe, that the formation and motion of fog and cloud at night-time could be advantageously studied by means of the search light. The height at which fog first forms, and its gradual extension upwards and downwards during the night, would be a very interesting and profitable investigation.—*Nature.*

MR Justice Cave is dead, and we have no desire to add anything to the words of the *Times* in its obituary notice of the deceased judge: 'Had Mr Justice Cave died or resigned some years ago the almost universal verdict would have been that few more efficient and capable judges had sat on the Bench in recent years. . . . It would be flattery to say that the last years of his judicial career were as distinguished as the first. . . . The judicial day, short though it is, of late times seemed often too long for him. He was more alert in the morning than in the afternoon.' If this can be said by the *Times* of a judge who sat upon the Bench until not many weeks ago, what words should the plain man use to describe him? And how many other judges are there still sitting on the Bench to whom the same words might fitly be applied?—*Saturday Review.*

WIFE (bitterly): 'You deceived me when you married me.' Husband: 'I did more than that—I deceived myself.'

'WHAT is "dolce far niente"?' 'Well—in its finest phase, it is sitting perfectly still and watching somebody else work.'

LITTLE Linda: 'Do you think I can grow that field without removing the attention of those animals?' Big Countryman: 'Of course. Their teeth isn't got sharp enough yet.'

SUN SPOTS.

DO THEY INDUCE RAIN.

The sun (says the *Sheffield Daily Telegraph*) has assumed a most remarkable appearance to those who are able to inspect it with the aid of a telescope; and if, as some assume, there is any connection between sun spots and weather, then there ought to be some weather 'knocking about' shortly. No such connection has heretofore been definitely found to exist, though there is some ground for assuming that when the sun is most active, as evidenced by spots on its surface, then we ought to have a warm and pleasant time. That, however, has not been the experience of the last few days, when the weather has been nearly as bad as it could be, and by no means warm; while at the same time the face of the sun has been undergoing the most marvellous changes. Perhaps, now that these have developed, better terrestrial conditions will prevail. Last week mention was made of the return of the group of spots so conspicuous at the beginning of August. These came more prominently into view at the end of last week, and were followed by a still larger group, with another series of spots to the north of them. On Monday the first group of spots had divided into three almost equidistant parts, the first consisting of a large spot with a number of single ones in the same penumbra, the other two divisions having each one large spot with singularly irregular penumbra, which appear to be constantly changing. The foremost of these spots, though it has only been visible a week, is rapidly approaching the western edge of the sun, showing that it has a decided motion of its own from east to west, and is not simply carried round by solar rotation which would take it nearly fourteen days to pass from one side to the other. In the same line with this threefold spot-group is a long line of spots reaching nearly to the eastern edge, thus making the series to extend almost the entire diameter of the sun, girdling it with a disturbing band, which even at this distance of more than ninety millions of miles is undergoing such vast changes as to be easily noted, the spots themselves on Monday having spread over a surface twice the size of that they occupied on Saturday. According to the calculations of the astronomers, we are approaching the period of minimum sun-spots, which should occur at the beginning of next year—the sun-spot period being about 11½ years—and yet there is now such an outburst of solar maculæ as has scarcely ever been exceeded. Things down here seem to have been going wrong of late, and it would appear as if all were not quite right up above. Mr G. F. Chambers writes to the *Standard* as follows from Northfield Observatory, Eastbourne:—'Some of your readers will be glad to have their attention called to the fact that there are some remarkably large spots now visible on the sun's disc. I counted to-day no fewer than eight groups, six of them presided over by single spots of great size. One of these spots has been visible on and off for more than a month, and bids fair to continue in existence some time. Two of the others have developed from small to large groups during the last six days. Whilst I have been carrying on my observations with a 6-inch refractor, I may add that I readily saw to-day several of these spots through an opera-glass, and all of them in a small telescope of 1-inch aperture and 12 inches focal-length. The largest spot measures about 50,000 miles in its longer direction.'

CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—18TH SUNDAY AFTER TRINITY.—OCT. 17TH.

Matins:—Responses, Ferial; Venite, Crotch; Psalms, Smith, Wallace and Rimbault; Calkin in D; Benedictus, Turle in D flat; Hymns, 248 and 191; Kyrie, Gadsby in G; Offertory Hymn, 368.

EVE OF S. LUKE.

Evensong:—Responses, Tallis; Psalms, Hayes, Woodward and Monk; Magnificat, Davy in D; Nunc Dimittis, Weldon in G minor; Hymns, 282, 12 and 425.

UNION CHURCH.—SUNDAY, OCT. 17TH.

11 a.m.:—Voluntary, 'Larghetto,' Batiste; Hymns, 19, 390 and 69; Psalm, 23, Langdon; Anthem, 4, 'Comfort, O Lord,' Crotch; Voluntaries (Offertory), Wely;—'Corali,' Mendelssohn.

6 p.m.:—Voluntary, 'In Memoriam,' Roeckel; Hymns, 68, 176, 64 (Tune 199), 330 and 498; Voluntary, 'Mæstoso,' Gounod.

WESLEYAN METHODIST CHURCH.—SUNDAY, OCT. 17TH.

10.30 a.m.:—Hymns, 681, 168, 850, 881.
6 p.m.:—Hymns, 866, 879, 731, 857; Psalms, LXXXVI-LXXXVIII.

SIR Walter Besant's character sketch of the average Englishman reads as follows:—He is, to begin with, more readily attracted by things practical than by things theoretical; he prefers a feat of arms to any intellectual achievement: he would rather hear of things done than of things attempted; he worships success in everything, because success means battle and victory; he is combative and aggressive; he likes fighting as much as his ancestors. Whenever there is fighting to be had, whenever the army is creditably engaged, the recruits flock in by thousands. He is subject to restlessness; he cannot be always sitting still; he will throw up his situation and go roaming about the world, he likes trade, especially trade across the seas, because it demands enterprise and courage—it is a great mistake to suppose that the love of trade denotes a mean and money-grubbing spirit. He is profoundly religious, but he will not endure the dominion of priests; he is tender and even chivalrous towards women; he loves children; he sits at home with his wife and desires no other society. To the kings, who have from time to time attempted to extend the royal prerogative, and to curtail his own liberties, he has always a opposed steady, stubborn resistance—in the long run it has been the worse for that king—and he demands freedom of speech, freedom of thought, freedom of faith. He insists on self-government as his inheritance, he enters into combinations and associations with readiness, and understands what is meant by give and take. He is not the most courteous person in the civilised world; he is well satisfied with himself; he seldom troubles himself much about the position and the views of other people. Add to all these points that he is a strong, big, and healthy animal; that he is greatly led by his animal instincts; and that his views of all subjects are influenced by sentiment rather than reason.

HERE is a story from Lord Roberts's book. A native Indian servant had been told to prepare a bath at a certain time. [illegible] While a fierce attack was delivered by the enemy, and in the [illegible] who had made his [illegible] bullets, [illegible] prayers, cry [illegible] with it ready.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Wolly*, Captain BEHRENS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, October 15, 1897. 2042

STEAMSHIP *OCEANIEN*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and HAVRE ex S.S. *Siam*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m., TO-DAY (SUNDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 23rd October, will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 23rd October, or they will not be recognised.

All Damaged Packages will be examined on MONDAY, the 18th October, at 4 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 10, 1897. 2001

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS — AND — DIAMOND JEWELLERY,
Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two NEW BURROUGH and WATTS' TABLES) being added to the Hotel.

ROOMS FOR PRIVATE DINNERS.

Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

J. C. GOODCHILD,
Manager,
1969 THOMAS' GRILL ROOM.

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, September 3, 1896. 1786

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor and Manager.

Hongkong, September 27, 1897. 1927

ASTHMA CURE
GRIMAULT'S INDIAN CIGARETTES

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial troubles, Laryngitis and Irritation of the air passages.

Grimault's Cigarettes ease the feeling of tightness across the chest, and gives a general feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

BETTER THAN COPAIBA!!
MATICO
GRIMAULT & Cº CHEMISTS PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time, the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES is the more chronic cases.

[illegible]

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Omi Maru*, Capt. C. YOUNG, will be despatched for the above Ports on MONDAY, the 18th Instant, at 4 p.m.

This Steamer is fitted with Superior Passengers Accommodation and is lighted by Electricity throughout. A duly-qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, October 12, 1897. 2026

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

The Co.'s Steamship *Dardanus*, Captain GREGORY, will be despatched as above on MONDAY, the 18th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 11, 1897. 1961

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Oanfa*, Capt. JOHN A. DAVIES, will be despatched as above on or about the 20th Instant.

For Passage, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 1, 1897. 1959

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship *Hohenzollern*, Capt. H. BLEEKER, will leave for the above Ports on or about WEDNESDAY, the 20th Inst.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 15, 1897. 2047

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Sachsen*, Captain H. SUPMER, due here with the outward German Mail about the 19th Instant, will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 15, 1897. 2048

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, *VIA* SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Hiogo Maru*, Captain H. WALTER, will be despatched as above on FRIDAY, the 22nd Instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, October 12, 1897. 2020

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Changsha*, Captain WILLIAMS, will be despatched on FRIDAY, the 22nd Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ*.

For Freight or passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 13, 1897. 2028

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched for the above Ports on FRIDAY, the 22nd Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, October 14, 1897. 2014

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Chartered S.S. *Nanyang*, Captain LEHMANN, will be despatched for the above Ports TO-MORROW, the 17th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 16, 1897. 2041

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Lin*, T. HANSEN, Master, will be despatched for the above Port on MONDAY, the 18th Instant, at Noon, instead of as previously advertised.

To be followed by the
S.S. *St. Ninian*, on or about the 31st Oct.
S.S. *Fatlodon Hall*, on or about the 15th November.
S.S. *Fernfield*, on or about the 30th Nov.
S.S. *Yarrowdale*, on or about 15th Dec.

For Freight, apply to
SHEWAN, TOMES & Co.
Agents.

Hongkong, October 15, 1897. 1884

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Captain COBBAN, will be despatched for the above Ports on MONDAY, the 18th Instant, at 4 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, October 15, 1897. 2044

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kutsang*, Captain GEO. PAYNE, will be despatched as above on TUESDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 12, 1897. 2022

'RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Maria Rickmers*, Captain BERG, will be despatched as above on WEDNESDAY, the 20th Instant, instead of as previously advertised.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 14, 1897. 1918

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship *Ceres*, Capt. TH. FOERCK, will be despatched for the above Ports on MONDAY, the 25th Instant, at 5 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, October 14, 1897. 2037

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Macduff*, to be despatched for the above Ports on or about the 26th October, 1897.

S.S. *Cromarty*, to sail about 4th December, 1897.
S.S. *Sikh*, to sail about 17th Dec., 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 9, 1897. 2007

Sailing Vessels.

FOR BALTIMORE.

The * 100 *A.I.* Hawaiian barque *Iolani*, Captain C. C. MCCLURE, is loading here for the above Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, September 21, 1897. 1888

FOR NEW YORK.

The 3/3 *A.I.I.* American Ship *Abner Coburn*, Captain M. L. PARK, is loading here for the above Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, September 21, 1897. 1889

FOR BALTIMORE.

The 3/3 *L.I.I.* American Ship *Isaac Reed*, Captain WALDO, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, August 26, 1897. 1714

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

IOLANI, Hawaiian barque, Captain Chas. McClure.—Shewan, Tomes & Co.

ISAAC REED, American ship, Captain F. D. Waldo.—Standard Oil Co.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (viaS'hai, Nagasaki, Kobe, Inland Sea, Y'nama & H'lulu).	TUESDAY, October 19, at noon.
City of Peking (via S'hai, Nagasaki, Kobe, Inland Sea & Yokohama).....	TUESDAY, Nov. 9, at noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	SATURDAY, Nov. 27, at noon.

THE U.S. Mail S.S. *CITY OF RIO DE JANEIRO*, will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 30, 1897. 1951

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, Oct. 28, at noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, Nov. 18, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....	TUESDAY, December 7, at noon.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 9, 1897. 1906

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Columbia....	2,605	Tuesday...	Oct. 19.
Tacoma.....	2,549	Tuesday...	Nov. 9.
Victoria.....	3,167	Tuesday...	Nov. 30.
Olympia.....	2,608	Tuesday...	Dec. 21.
Columbia....	2,605	Tuesday...	Jan. 11.
Tacoma.....	2,549	Tuesday...	Feb. 1.

THE Steamship *COLUMBIA*, Captain W. HILL, sailing at Noon, on TUESDAY, the 19th October, will proceed to VICTORIA, (B.C.), and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, October 16, 1897. 1934

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain C. T. DENNY, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st Instant, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamship *EGYPT*, leaving that Port on the 13th November, for LONDON direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 8, 1897. 1999

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 27th October, at Noon, the Company's Steamship *SYDNEY*, Captain REMIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *viâ* Ports of Call, without transhipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th October. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

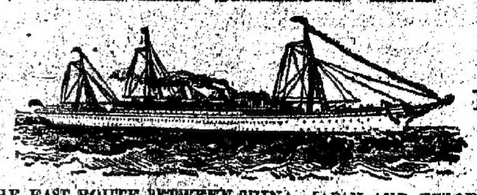
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 13, 1897. [illegible]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. H. PYBUS, R.N.R.....WEDNESDAY, 27th Oct./97.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 24th Nov./97.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 22nd Dec./97.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal; Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
Hongkong, September 29, 1897. PEDDER STREET. 1943

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Sachsen.....	Tuesday ...	November 9.
Bayern.....	Tuesday ...	December 7.
Prinz Heinrich	Tuesday ...	January 4.
Preussen.....	Tuesday ...	February 1.
Sachsen.....	Tuesday...	March 1.

ON TUESDAY, the 9th day of November, 1897, at 9 a.m., the Company's S.S. *SACHSEN*, Captain H. SUPMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 6th November, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 8th November, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 8th November. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 15, 1897. 2046

NORTHERN PACIFIC STEAMSHIP COMPANY
AND
OREGON RAILROAD AND NAVIGATION COMPANY.

FOR PORTLAND, OREGON.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Lombard...	2,560	Tuesday...	Nov. 16.
Bremar...	3,00[illegible]	Tuesday...	Dec. 14.
Mogul.....	3,654	Tuesday...	Jan. 4.

THE Steamship *Lombard*, Captain O. W. RAYSON, sailing at Noon, on TUESDAY, the 16th November, will proceed to PORTLAND, OREGON, *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to passage or freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, October 16, 1897. 2024

JUST UNPACKED

Varieties in Cadbury's Chocolate Slabs to
CHOCOLATS Almonds CHOCOLAT Menier
" Cremes " Peaks
" Caramels " Vanilla
" Mazagrans " Kola Tablets

In Baskets and Boxes of [illegible] designs suitable for Presents.

TO BE SOLD LOOSE BY [illegible]

Collard and Boyer [illegible]
imported to Kobe [illegible]
10 & [illegible]

Intimations.

Rowland's Odonto

An antiseptic, preservative, and aromatic dentifrice, which whitens the teeth, prevents and arrests decay, and sweetens the breath. It contains no mineral acids, no gritty matter or injurious astringents, keeps the mouth, gums, and teeth free from the unhealthy action of germs in organic matter between the teeth. Is the most wholesome tooth powder for ladies and children, and being most beautifully perfumed it is a perfect toilet luxury for ladies who value the appearance of their own and their children's teeth. 2s. 9d. per box.

ROWLAND'S MACASSAR OIL

Has been known for 100 years as the best preserver and beautifier of the hair. It prevents it falling off or turning grey, strengthens weak hair, and eradicates scurf and dandruff; it is unsurpassed as a brilliantine for the beard and moustaches, to which it imparts a fine and silky appearance. It is also sold in a golden colour for fair-haired children; it is most exquisitely perfumed.

ROWLAND'S KALYDOR

A soothing and emollient milk for the face, and is most cooling to the skin in hot climates; it removes freckles, tan, sunburn, roughness and redness of the skin, pimples, cutaneous eruptions, &c., and produces soft fair skin, and a lovely delicate complexion; it is warranted free from any mineral poisons and is absolutely harmless. Bottles, 2s. 6d. and 4s. 6d., sold by Druggists and Stores.

IMPORTANT CAUTION.—Be sure to ask for Rowland's Macassar Oil, Kalydor and Odonto, of 20, Hatton Garden, London, and see that each article bears their signature in red ink; all others are worthless and poisonous imitations; 100 years prove that Rowlands' are the best and only genuine.

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

"64 Commercial Road, Peckham, July 19, [illegible]
"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unless him, thank God, I am still alive) performed at St. Bartolomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty. I am, sir, yours truly, J. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"South Park, Cardiff, South Wales, Sept. 22, 1897.
"I have indeed great pleasure in adding my testimony to your excellent preparation of Lungs Lozenges, and have prescribed it now for the last eight years in my hospital and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenges are the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,
"A. GABRIEL, M.D., L.R.C.P. and L.M. Edinburgh, L.R.C.S. and L.M. Edinburgh."

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

"IT IS 75 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma and Bronchitis; no other gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled ready for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists.

Mitsui Bussan Kaisha,
No. 5, Ice House Street, Praya Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICE.—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in Japan.
AGENCIES:—
Mitsui Coal Mines.
Onoyama Coal Mines.
Kaiwa Coal Mines.
Tokio Marine Insurance Co., Ltd.
Meiji Fire Insurance Co., Ltd.
Hachinohe Steam Flour Mills, Japan.
Oriental Steamship & Fire Ins. Co., Shad.
Osaka Cotton Company, Japan.
Kiyoura Export Curios by the Mile, etc.
Mitsui Marine Service Mess. Ltd.
[illegible]
[illegible]
[illegible]

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *k.*, near the Kowloong shore k., and those in the body of the Shifting or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination	Remarks.
Steamers.								
Bygdo	5 c	Brekke	Norw. str.	773	Oct. 15	Melchers & Co.		
Chingtu	5 c	Innes	rit. str.	1459	Oct. 14	Butterfield & Swire	Kobe	Oct. 19.
Choysang	5 c	Bowker	Brit. str.	1194	Oct. 12	Jardine, Matheson & Co.	Shanghai	Oct. 18.
City of Rio de Janeiro	5 c	Ward	Amer. str.	3519	July 26	P. M. S. S. Co.	San Francisco	Oct. 19.
Columbia	3 c	Hill	Brit. str.	1719	Oct. 8	Dodwell, Carlill & Co.	Tacoma, &c.	Oct. 19.
Empress of China	5 c	Pybus	Brit. str.	3003	Oct. 5	C. P. R. Co.	Vancouver, B.C.	Oct. 27.
Hattan	...	Roach	Brit. str.	1183	Oct. 10	Douglas Steamship Co.	.....	K'loon Dock
Hohenzollern	5 h	Bleeker	Ger. str.	2039	Oct. 11	Melchers & Co.		
Holstein	5 c	Ipland	Ger. str.	987	Oct. 12	Johsen & Co.		
Indrani	3 c	Trotter	Brit. str.	3226	Sept. 27	Standard Oil Co.		
Jacob Christensen	3 c	Hansen	Norw. str.	1088	Sept. 4	Bradley & Co.	Saigon	Oct. 17.
Kiang-nan	5 c	Inokay	Chi. str.	1347	Oct. 16	Kwong-Man Woo		
Kong Beng	5 h	Joslin	Brit. str.	862	Oct. 9	Yuen Fat Hong	Hoihow & Bangkok	Oct. 17.
Kutsang	3 c	Payne	Brit. str.	1495	Oct. 8	Jardine, Matheson & Co.	S'pore & Calcutta	Oct. 19.
Liv	5 c	Hansen	Brit. str.	1979	Oct. 16	Shewan, Tomes & Co.		
Loongmoon	5 c	Schulz	Ger. str.	1245	Oct. 15	Siemssen & Co.		
Machew	...	Farrell	Brit. str.	996	Oct. 14	Butterfield & Swire	.....	Quarry Bay.
Manila	5 h	Haddock	Brit. str.	2711	Oct. 15	P. & O. S. N. Co.	Shanghai	Oct. 17.
Maria Rickmers	5 c	Berg	Ger. str.	3600	Oct. 1	Arnhold, Karberg & Co.		
Melpomene	5 c	Martinolich	Aus. str.	1854	Oct. 10	Sander & Co.	Singapore, &c.	Oct. 17.
Nanyang	5 c	Lehmann	Ger. str.	983	Oct. 6	Siemssen & Co.	Joint Ports	Oct. 17.
Ocampo	5 c	Hawkins	Brit. str.	1311	Oct. 7	Dodwell, Carlill & Co.	Bangkok	Oct. 17.
Omi Maru	3 c	Young	Japan. str.	1633	Oct. 15	Nippon Yusen Kaisha	Nagasaki	Oct. 18.
Peiyang	3 c	Kohler	Ger. str.	953	Oct. 15	Siemssen & Co.		
Shantung	5 c	Frampton	Brit. str.	1535	Oct. 1	Butterfield & Swire		
Sinkai	...	Varrelmann	Japan. str.	364	Sept. 24	Order	.....	Cloun Dock
Tameui	3 c	Saies	Brit. str.	919	Oct. 15	Butterfield & Swire		
Telena	7 c	Scott	Brit. str.	3123	Oct. 12	Arnhold, Karberg & Co.	Shanghai	To-day
Tetartos	5 c	Cornelsen	Ger. str.	1812	Oct. 14	Siemssen & Co.		
Unique	3 c	Egener	Norw. str.	1298	Oct. 3	H. B. & Menzall		
Wahy	5 k	Behrens	Ger. str.	3134	Oct. 14	Siemssen & Co.	Yokohama & Kobe	Oct. 18.
Wuotan	3 c	Jacobsen	Ger. str.	1115	Oct. 3	Chinese		
Zafiro	5 c	Cobban	Brit. str.	675	Oct. 14	Shewan, Tomes & Co.	Amoy & Manila	Oct. 18.
Sailing Vessels.								
Abner Coburn	7 c	Nichols	Amer. sh.	1879	Aug. 12	Standard Oil Co.		
Agenor	7 c	Shellens	Amer. sh.	1414	Sept. 10	Arnhold, Karberg & Co.		
Atlantic	2 k	Eichhorst	Ger. bqe.	633	Sept. 28	Melchers & Co.		
Aurora	2 k	B. H. D. Adolfo	Siam. bqe.	350	Oct. 11	Order		
Fannie Scholfield	2 k	Veitch	Brit. bqe.	1066	Sept. 21	Order		
Gor. Robie	2 k	Nichols	Amer. sh.	1627	July 5	Arnhold, Karberg & Co.		
Iolani	8 h	McClure	Haw. bqe.	1156	Sept. 12	Shewan, Tomes & Co.		
Isaac Reed	9 c	Waldo	Amer. sh.	1489	Aug. 4	Standard Oil Co.		
Lucy A. Nickels	2 k	Nichols	Brit. bqe.	1380	May 24	Standard Oil Co.		
St. Mark	7 c	Dudley	Amer. sh.	1892	Oct. 2	Standard Oil Co.		
Vale of Doon	5 k	Petersen	Brit. bqe.	659	Aug. 28	Wieler & Co.		
West York	...	.....	Brit. bqe.	684	Oct. 18	Order	.....	Cos'tan Dock

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

17th to 23rd October.

Day of Week	Day of Mo.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
Sun.	17	No inferior high-nor low-water.		m 8 0	0 3
Mon.	18	m 0 8	5 1	m 9 14	0 4
Tues.	19	No inferior high-nor low-water.	4 10	m 10 28	0 4
Wed.	20	m 2 17	4 7	m 11 21	0 3
Thur.	21	No inferior high-nor low-water.	4 6	0 58	0 3
		m 3 49	3 1	12 30 a	2 7
Fri.	22	7 2 a	4 5	0 40 a	0 3
		m 5 9	3 6		
Sat.	23	6 58 a	4 5	m 0 36	1 10
		m 6 18	4 1	1 9 a	0 3
		7 11 a			

CHINA COAST METEOROLOGICAL REGISTER.

October 15th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain.
Wl'ostock.	29.87	50	—	S	1	c	—
Tokio	30.02	—	—	—	0	—	—
Kochi	30.19	—	—	S	2	—	—
Nagasaki	30.19	—	—	W	2	—	—
Kagoshima	30.19	—	—	N	2	—	—
Gutzlaff	30.28	65	95	NE	2	ov	—
Sharp Pk.	30.13	70	77	N	3	o	—
Amoy	30.18	80	83	NNE	2	o	—
Swatow	30.03	70	—	ENE	3	o	—
Canton	30.02	77	77	NE	3	o	—
Hongkong	30.01	75	90	ENE	2	or	—
Vict. Peak	—	—	—	—	—	—	—
Gap Rock	29.97	—	—	ENE	6	—	—
Macao	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	29.91	86	83	ES	2	b	—
Manila	29.98	86	78	SW	1	—	—
C.S. Jamie	—	—	—	SW	5	ov	—
October 16th.—AT 10 A.M.							
Wl'ostock.	30.02	37	66	NW	2	b	—
Tokio	30.10	—	—	NW	2	—	—
Kochi	30.19	—	—	—	0	—	—
Nagasaki	30.27	—	—	—	0	—	—
Kagoshima	30.27	—	—	N	4	—	—
Gutzlaff	30.39	67	94	NE	3	ov	—
Sharp Pk.	30.22	69	85	NW	3	o	—
Amoy	30.15	77	77	NNE	2	o	—
Swatow	30.12	78	—	NE	3	o	—
Canton	30.15	76	77	NE	2	o	—
Hongkong	30.15	78	71	E	4	o	—
Vict. Peak	—	—	—	—	—	—	—
Gap Rock	30.10	—	—	ENE	6	—	—
Macao	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	29.91	86	83	ES	2	b	—
Manila	29.98	86	78	SW	1	c	—
C.S. Jamie	—	—	—	SW	5	ov	—

E. G. FIGG, *Acting Director.*

Hongkong Observatory, Oct. 16th, 1897.

1. BAROMETER, reduced to 32 Degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in Degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, as two points.
5. FORCE OF WIND according to Beaufort State.
6. STATE OF WEATHER, a blue sky, a clear cloudy, c detaching clouds, f fog, g gloomy, h hail, l lightning, o overcast, p rain, q squally, r rain, s snow, t thunderstorm, v dew (ver).
7. RAIN, in inches, tenths and hundredths.

SHARE LIST.—QUOTATIONS.—OCTOBER 16, 1897.

Stock.	No. of Shares.	Value.	Paid-up.	Closing quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	30,000	$ 125	all	178 % prem. = $347.50, sellers
Bank of China & Japan, Limited preference shares	39,950	£ 5	£ 5	nom.
" ordinary "	199,875	£ 8	£ 2.10	nom.
" deferred "	1,250	£ 1	£ 1	£5.5, buyers
National Bank of China, Limited	...	£ 10	£ 8	$19½, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$170, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$73, sellers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 200, sellers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$18½, buyers
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$245, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$158
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$107, sales
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$567½, buyers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	226 % prem. = $407.50, sales
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$75, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$53
HK. C. and M. Steamboat Co., Ld.	30,000	$ 15	$ 15	$31½
Indo-China S. N. Company, Limited	60,000	£ 10	all	$50, buyers
China Mutual S. N. Co.	40,000	£ 10	£ 10	£7, buyers
			£ 10	£5.10, buyers
Do. (new issue).	20,000	£ 10	£ 5	£2.10, buyers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$149
Luzon Sugar Company, Limited	7,000	$ 100	all	$36, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$63, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$45, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$75½
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$19, sellers
Humphreys' Estate & Finance Co.	25,400	$ 10	all	$9¾, sellers
West Point Building Co., Limited	12,500	$ 50	$ 40	$21, sales and buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$112, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$ 5	all	$2.40, sales
New Penjom Mining Co., Ld.	50,000	$ 4	all	$4, sales
" " Preference shares	30,000	$ 1	all	$1.40, buyers
Great Eastern and Caledonian Gold Mining Co. Ld.	18,000	$ 5	$ 5	$5½, sales
	52,000	$ 5	$ 2½	$3.10, buyers
Société Française des Charbonnages du Tonkin.	12,000	Frs. 500	all	$103, buyers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 1	all	$1.50, sales
" " Preference shares	75,000	$ 1		$1.60, sales
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$21¼
Olivers Freehold Mines, Ltd.	A 15,000	$ 5	$ 5	$20, sales
	B 20,000	$ 5	$ 2½	$8, buyers
PLANTING, ETC.	25,000	$ 5	$ 1	—
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited, in liq.	6,000	$ 50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$48, sales
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$12.50, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$110, buyers
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$10.50, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	30,000	$ 10	$ 10	$31, ex new issue, sellers
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Hongkong Dairy Farm Co.	10,000	$ 5	$ 5	$4½, buyers
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Ewo Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 112, sellers
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Hongkong, August 11 1897. 171

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Hongkong, August 14, 1897. 368

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Hongkong, August 1, 1895. 1515

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Hongkong, June 2, 1897. 846

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The Earl of Egmont, who succeeds to the title upon the death of his cousin, was born at Papanui, Canterbury, New Zealand, on June 4th, 1856. He was educated as a naval cadet on the Worcester training ship at Greenhithe, in the Thames, but eventually shipped before the mast. Early in 1881 he joined the 'drill class' of the Metropolitan Fire Brigade, and his 'previous occupation' was entered on the records of the brigade as that of a seaman in the merchant service, with a second mate's certificate. He was stated then to be married, to have passed a special educational examination, and to be 5ft. 6½in. high. On May 13th, 1881, he was accepted from the drill class into the ranks of the brigade, and commenced his service at the Southwark headquarters, under the late Superintendent Hutchings. In 1887, according to the official records of the Metropolitan Fire Brigade, he resigned, and left the brigade to become hall keeper at the New Town Hall, Chelsea.—*London Daily News.*

A FRENCH DIP INTO THE FUTURE.

A leading article in the *Mékong* recently refers with evident satisfaction to the time when the Trans-Siberian railway may be expected to be completed. The dream of to-day, we are told, is to be the reality of to-morrow, and the announcement from Paris to Pekin in fourteen days, with reductions on return tickets will no longer be regarded as a joke. But the special cause for congratulation to the *Mékong* is that the line when completed, and the varied uses to which this huge enterprise may be put, will spell hideous ruin to the hated Anglais. We doubt it, but here is what our bellicose contemporary, relying on Russia as a big brother, has to say on the matter.

The Trans-Siberian railway, the reality of the morrow, will be a mortal blow struck at the prestige of Great Britain in the Far East.

With a frontier limit from Burma to Samarcand, which will be pushed forward to Kabul, India may be blockaded by sea, whilst the legions of the Tsar debouch upon the plains of Peshawur.

The Eastern Question, as Elisée Reclus has so admirably put it, is but the prelude to the Asian Question.

The Russian railways, which will end at Kabul and Vladivostock, represent a century of effort lost to England, the hatred of France so gratuitously provoked, future reprisals so needlessly incurred. Britannic faith reviled by all and vilipended to no purpose; because in ten days' time Russian troops may be transported to India, in fifteen days to Pekin, and by reason of this, Gibraltar, Malta, Alexandria, Perim, Aden, Singapore and Hongkong, all these strongholds and points of shelter, obtained by force or surreptitiously acquired will at once lose the whole of their strategical value.

This, moreover, is the masterly way in which Elisée Reclus sums up the territorial changes of to-morrow:—

'The sea routes in the near future will no longer suffice, and will be divested of much of their importance in comparison with railways which will pursue the diagonal of the Old World, via Constantinople, Herat and Delhi.

'It is at the north-western corner of their Indian Empire, where it abuts upon this "master line," that the English have drawn their garrisons closest and established most of their camps and forts: Ferozepore, Loudiana, Jullunder, Lahore, Attock, on the way to the Indus, Peshawur at the entrance of the passes of Kabulistan. Several times already have the Indian armies had occasion to ascend the western plateaux in order to try and trace a *scientific frontier*, and English diplomats dispute Persia with those of Russia. Coming events cast their shadows before them, and already one can see England driven to claim the protectorate of Turkey in Asia, to which she has constrained the Sultan to agree, but which the jealousy of the European states prevents her from exercising. It will no longer suffice, posted at Cyprus, to watch the neighbouring coast. Nor must she seize the plateaux of Anatolia to become in the valley of the Euphrates a neighbouring power of the Russian empire, which has already annexed the sources of the great river.

'Would she not in consequence be compelled to expose her outposts to sudden attack by whole armies entrenched in Caucasia? But even when England does succeed in securing an impregnable frontier of some 3,000 kilometres abutting on Russian possessions, to whom will the European portion of the future diagonal of communications between Great Britain, India and Australia belong, if not to Germany, Austria, and the Danubian inheritors of Turkey. In order to maintain the use of a master route will not haughty Albion be compelled to think of alliances, and how can she enter into these unless with heavy compensations which would diminish her prestige by just as much with the nations of Asia? The far-seeing English diplomats are well aware of the danger and feel the weight of the heritage bequeathed them by the Company: "I never hear speak," says Grant Duff, "of a vessel navigating, through fog, the banks of Newfoundland, amid mountains of ice, without thinking of our Government of India." In order that Great Britain might count upon the future, her progress in population, in wealth, in power, should outweigh that of the rival states situated on the future route to India. But this is not so, as the history of the last thirty years has shown.'

Thus British dominion in India threatens to prove as ephemeral in duration as that of the other empires which have been established on the Peninsula. As for the alliances referred to by the illustrious geographer, they have to-day become impossible. The perfidy of England is known to all the peoples of the world; and all the Continental nations of Europe, far from seeking the alliance of Great Britain, would be more disposed to league themselves against her.

Moreover, the route from Paris to Vladivostock will be the road of the future to China. This route will one day most certainly be assured to us by treaties loyally observed by the contracting parties who, in this respect, will be France, Russia and Germany.

And John Bull some fine day will lose India.

Then will follow for him an acute social crisis, and the longer the explosion is deferred the more violent will it prove. Weakened by revolutions, by insurrections in Ireland, which are only waiting to be called into existence by the bitter commercial struggle he will to the end continue to wage against his continental adversaries, he will fall, exhausted, vanquished, crushed and annihilated. And in hour *naiquet* we shall have foreseen all! [Cook-a-doodle-doo!—ED. *Singapore Free Press.*]

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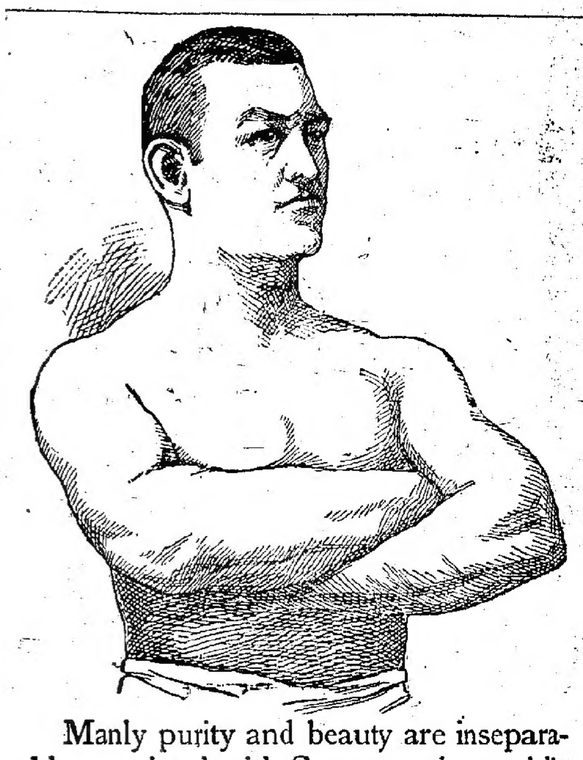

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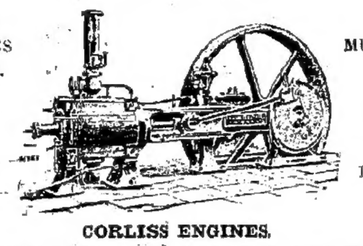

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,, Soup,	,,	100	—	湯肉
,, Steak,	,,	120	—	牛肉起
Bullock's Brains,	per set	60	50	牛腦
,, Tongue fresh,	each	250	—	牛脷
,, ,, corned	,,	310	—	鹹牛利
,, Head,	,,	500	—	牛頭
,, Heart,	,,	150	—	牛心
,, Hump, Salt	catty	140	—	牛肩
,, Feet,	each	60	50	牛蹄
,, Kidneys,	,,	50	—	牛腰
,, Tail,	,,	100	—	牛尾
,, Liver,	catty	70	—	牛肝
,, Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭蹄
Hams, American,	lb.	350	—	花旗火腿
,, Chinese,	,,	250	—	金華火腿
,, English, New,	,,	460	—	來路火腿
,, Japan cured,	,,	—	—	日本火腿
,, Shanghai,	,,	220	—	上海火腿
Mutton Chop,	,,	160	—	羊牌骨
,, Leg,	,,	160	—	羊肫
,, Shoulder,	,,	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪腸
,, Feet,	,,	110	—	猪蹄
,, Fry,	,,	160	—	猪雜
,, Head,	each	500	450	猪頭
,, Heart,	,,	50	40	猪心
,, Kidneys,	pair	70	—	猪腰
,, Liver,	lb.	160	—	猪肝
Pork, Chop,	catty	180	—	猪牌骨
,, Corned,	,,	—	—	鹹猪肉
,, Leg,	,,	190	—	猪肫
,, Fat or Lard,	,,	160	—	猪油
Sheeps' Head and Feet,	set	350	—	羊頭蹄
,, Heart,	each	50	40	羊心
,, Kidneys,	,,	70	—	羊腰
,, Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet, Beef,	lb.	110	—	生牛油
,, Mutton,	,,	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	200	—	鷄仔
Capons,	,,	250	—	閹鷄
Ducks,	,,	170	—	鴨
Doves,	each	120	—	鴿子
Eggs, Hen	doz.	120	—	鷄蛋
,, Duck	,,	110	—	鴨蛋
Fowls,	catty	170	—	鷄
Geese,	,,	200	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	,,	—	—	麝香
Partridges,	,,	400	—	鷓鴣
Pigeons,	,,	170	—	白鴿
Pheasant,	brace	—	—	上海山鷄
Rice Birds,	doz.	450	—	蒸鳥
Quail	each	120	—	鶉
Snipe,	,,	140	—	沙錐
Turkeys, Cock,	catty	500	—	火鷄公
,, Hen,	,,	350	—	火鷄婆
Teal,	each	450	—	水鴨
Wild Ducks,	pair	—	—	上海水鴨
Fish.				海鮮
Barbel,	catty	170	—	鯉魚
Bream,	,,	80	—	鯛魚
Bombay Ducks,	pieces	600	—	孟買鯽
C'ton Fresh Water Fish,	catty	—	—	廣東魚
Carp,	,,	100	—	鯉魚
Catfish,	,,	—	—	鯰魚
Codfish, Salt,	,,	80	—	鱈魚
Crabs,	,,	160	—	蟹
Cuttle Fish,	,,	100	—	墨魚
Dab,	,,	60	—	沙盆魚
Dace,	,,	90	—	黃尾鯝
Dog Fish,	,,	—	—	鯊魚沙
Eels, Congor,	,,	—	—	海鰻
,, Fresh water,	,,	200	—	淡水鰻
Eels, Yellow,	,,	180	—	黃鰻
File Fish,	,,	—	—	剝皮魚
Frogs,	,,	250	—	田鷄
Fresh Fish,	,,	110	—	鮮魚
Garoupa,	,,	250	—	石斑
Gudgeon,	,,	90	—	白鮀魚
Gurnard,	,,	80	—	紅角
Herrings,	,,	100	—	鯡魚
,, smoked	box	—	—	熏魚
Halibut,	catty	120	—	鰨頭甲
Labrus,	,,	100	—	黃花魚
Lorch,	,,	140	—	鳥魚
Lobsters,	,,	200	—	龍蝦
Mackerel,	,,	—	—	鯖魚
Mock Fish,	,,	200	—	石斑
Mullet,	,,	100	—	鯔魚
Oysters,	,,	—	—	生蠔
Parrotfish,	,,	180	—	鸚哥魚
Perch,	,,	140	—	鱸魚
Pike,	catty	—	—	花鱂魚
Plaice,	,,	—	—	鯉魚
Pomfret, White	,,	170	—	白鯧
Pomfret, Black	,,	140	—	黑鯧
Prawns,	,,	200	—	明蝦
Ray,	,,	50	—	瓦罨沙
Rock Fish,	,,	90	80	石狗公
Roach,	,,	—	—	蟹魚
Salmon, (Canton),	,,	200	—	馬友魚
Shark,	,,	50	—	鯊魚
Salt Fish,	,,	100	—	鹹魚
Skate,	,,	50	—	鱏魚
Shrimps,	,,	140	—	蝦
Snapper,	,,	180	—	立魚
Soles,	,,	120	—	龍沙魚
Tench,	,,	—	—	鯄魚
Turbot,	,,	120	—	左口魚
Turtles, small, fresh water,	,,	350	—	烏龜
Whiting,	catty	70	—	長魚
White Bait,	,,	90	—	銀魚仔
Fruits.				菓子
Apples, (California),	catty	300	280	金山平果
,, (Tientsin),	,,	—	—	天津平果
,, (Japan),	,,	—	—	日本平果
Bananas, fragrant,	,,	30	—	香蕉香蕉
,, (brades),	,,	50	—	山香蕉
Chestnuts, Chinese,	,,	150	—	風栗
Carambols,	,,	100	—	楊桃
Cocoanuts,	each	50	—	椰子
Ground Nuts,	catty	90	—	花生
Grapes,	,,	250	—	鮮提子
Lemons, China,	,,	60	—	檸檬
,, Peel,	,,	—	—	柑餅
Lichees, Dried,	,,	400	—	荔枝乾
,, Fresh,	,,	—	—	荔枝
Limes,	,,	—	—	檸檬
Mango, (Saigon),	each	—	—	西貢芒果
,, (Manila),	,,	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	—	—	新會甜橙
,, Green,	,,	50	—	青橙
,, Red,	,,	50	—	紅桔
Olives,	,,	100	—	白欖
Persimmons,	,,	60	—	柿
Pine-apples,	each	—	—	菠蘿
Pears,	catty	80	—	沙梨
,, (Tientsin),	,,	200	—	天津白梨
Plum, Red,	,,	—	—	紅李
Pumelo,	each	100	—	柚
,, (Siam),	catty	100	—	暹羅柚
Raisins, Muscatel,	,,	—	—	葡萄乾
,, Pudding,	,,	—	—	葡萄
Water Chestnuts, com.	,,	40	—	馬蹄
,, Mandarin,	,,	60	—	荸薺
Walnuts,	,,	120	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	100	—	上海丫治竹
Beans, (French),	,,	120	—	佛蘭西豆
,, Long,	,,	70	—	豆角
Beet Root,	each	20	—	紅菜頭
Brinjals, Green,	catty	30	—	青茄
,, Red,	,,	40	—	紅茄
Brassica,	,,	40	—	白菜
Bamboo Shoots,	,,	90	—	竹筍
Cabbage, Chinese com.	,,	30	—	菜
Cabbage,	each	130	—	椰菜
Cauliflower,	,,	—	—	椰菜花
Carrots,	catty	60	—	金笋
Celery, Chinese,	,,	140	—	芹菜
,, English,	,,	—	—	洋芹菜
Chillies Dried,	,,	130	—	辣椒乾
,, Red,	,,	80	—	紅花椒
Curry Stuff, English,	,,	80	—	加爾甘料
Cucumbers,	,,	50	—	黃瓜
Bitter Squash,	,,	40	—	苦瓜
Garlic,	,,	50	—	蒜頭
Ginger, young,	,,	50	—	新子薑
Horse Radish, Shai,	,,	120	—	辣根
Indian Corn,	piece	—	—	粟米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生菌菇
Onions, Bombay,	,,	70	—	洋葱
,, Green,	,,	30	—	蔥
,, Shanghai,	,,	60	—	上海蔥
,, Japan,	,,	50	—	日本蔥
Okros,	,,	70	—	毛豆
Parsley, English,	bundle	10	—	洋芫荽
Potatoes, Sweet,	catty	30	—	番薯仔
,, Shanghai,	,,	50	—	上海薯仔
,, Japan,	,,	4	—	日本薯仔
,, American,	,,	—	—	花旗薯仔
,, Foochow,	,,	—	—	福州薯仔
,, Macao,	,,	—	—	澳門薯仔
Pumpkin,	,,	20	—	番瓜
Purslane,	,,	5	4	豬母乾
Papaw,	,,	26	20	木瓜
Radish,	dozen	30	—	紅蘿蔔仔
Rice, best quality, per picul,		$4.50		上白米
,, Common ,, ,,		$4.10		中等米
Shallots,	catty	70	—	蔥頭
Spinage, (Chinese)	,,	—	—	菠菜
Spinach,	,,	80	—	洋菠菜
Snake Gourd,	,,	40	—	蛇瓜
Tomatoes,	,,	70	—	蕃茄
Taro,	,,	40	10	芋頭
Turnips, Pickl. (English)	,,	80	—	蘿白
Vegetable Marrow,	,,	30	—	菜瓜
,, (Long)	,,	—	—	長瓜
Water Cresses,	,,	40	—	西洋菜

[illegible]